2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

26

Dinwiddie County City of Petersburg Town of McKenney

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

						וווט	widdie Maintena	ance Area	а							
Route	Le	ength	AADT	QA	4Tire	Bus	Ti	ruck e 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County					r 1											
<u>(1)</u>	2	2.46	1600	F	94%	2%	Brunswick County 2% 1%	y Line 1%	0%	F	0.089	F	0.603	1600	F	2002
					To-		SCL McKenn									
Town of McKenney	7				r		201.14.11									
(1)	0).23	1600	N	94%	2%	SCL McKenn 2% 1%	ey 1%	0%	N	0.089	N	0.603	1600	N	2002
					To:		SR 40									
(1)	0	.33	2200	F	94%	2%	2% 1%	1%	0%	F	0.104	F	0.524	2200	F	2002
					To:		NCL McKenn	ey								
Dinwiddie County					From:		NCL McKenn	ev								
$\left\{\begin{array}{c}1\end{array}\right\}$	4	.05	2200	N	94%	2%	2% 1%	1%	0%	Ν	0.104	Ν	0.524	2200	Ν	2002
$\frac{\sim}{\sim}$					To: From:		26-649									
1 Boydton Plar	ık Rd 5	.65	2600	F	94%	2%	2% 1%	1%	0%	F	0.092	F	0.628	2600	F	2002
Paydton Dlor	N Dd 2	10	4000	F	From: 94%	2%	26-627 Courthous 2% 1%	se Rd 1%	00/	С	0.000	F	0.500	4000	F	2002
Boydton Plar	ik Ru Z	2.48	4000	г	94%	270			0%	C	0.098	Г	0.598	4000	Г	2002
1 Boydton Plar	nk Rd 3	3.61	5300	F	From: 94%	2%	26-740 Turkey Eg 2% 1%	gg Rd 1%	0%	F	0.097	F	0.563	5300	F	2002
• •					To:		S 26-613 Dabney N		-							
1 Boydton Plan	nk Rd 3	3.09	7200	F	94%	2%	2% 1%	1%	0%	F	0.091	F	0.603	7600	F	2002
<u>~</u>					From:		Bus US 460 Airp									
Boydton Plar	nk Rd 1	.70	10000	F	94%	2%	2% 1%	1%	0%	F	0.092	F	0.598	11000	F	2002
C Davidson Diag	I.D.I. 4	00	45000		From:	00/	I-85 SW of Peter		00/		0.000	_	0.544	45000		0000
Boydton Plar	ik Rd 1	.22	15000	F	97%	0%	1% 1%	1%	0%	F	0.086	F	0.514	15000	F	2002
<u>(1)</u>	0).45	13000	Α	97%	0%	SR 226 Cox F 1% 1%	1%	0%	Α	0.105	Α	0.522	14000	Α	2002
					To		WCL Petersbu									
City of Petersburg					From:		WOLD . I									
1 Washington	St 0	0.40	13000	F	97%	0%	WCL Petersbu	1%	0%	F	0.091	F	0.544	13000	F	2002
					To:		Summit St									
1 Washington	St 0).18	13000	F	97%	0%	1% 1%	1%	0%	F	0.094	F	0.519	13000	F	2002
<u> </u>					To: From:		Elm St]-							
(1) Washington	St 0).57	14000	F	95% To:	1%	2% 1%	1%	0%	F	0.090	F	0.535	15000	F	2002
					From:	US 1 P	US 1 Par; Wyth Par, Washington St;		ane							
(1) Wythe St		.08	8300	F	95%	1%	2% 1%	1%	0%	С	0.085	F		8800	F	2002
	Combined Tra	affic:	17000	F	95%	1%	2% 1%	1%	0%	F	0.085	F		18000	F	
1 Wythe St	0).15	9900	_	From:	1%	Perry St 2% 1%	1%	0%	F	0.087	F		10000	F	2002
1 wythe St	Combined Tra			F F	95% 95%	1%	2% 1%	1%	0%	F	0.087	F		21000	F	2002
		۵۰			To:	.,,	SR 36 Market			•	0.00.					
1 Wythe St	0	.20	10000	F	95%	1%	2% 1%	1%	0%	F	0.093	F		11000	F	2002
	Combined Tra	affic:	0	F							0.093	F		0	F	
			44000		From:		ALT US 301 Sycar		001		0.000			45000		0000
1 Wythe St	Combined Tr	0.20	14000 0	F F	95%	1%	2% 1%	1%	0%	F	0.089	F F		15000 0	F F	2002
	Combined 11	antic.	<u> </u>		To:		Bus US 460 Jeffer				0.008	I.		<u> </u>		
loffereen Ct		00	2400	F	From:	10/	Bus US 460 Wyt		00/	Г	0.006	г	0.700	3600		2002
1 Jefferson St	Combined Tra	one of the second secon	3400 0	F F	95%	1%	2% 1%	1%	0%	F	0.086	F F	0.709 0.709	3600 0	F F	2002
	JOHNHOU TH	ao.			To:	Pı	ıs US 460 Par, Wasl	hington St			0.000		0.700			
1 Jefferson St	0).21	870	F	95%	1%	2% 1%	1%	0%	F	0.107	F	0.813	920	F	2002
\cdot	Combined Tra		0	F							0.107	F	0.813	0	F	
					To:		Henry St	•								

					Din	widdie Ma	aintenan	ce Area	a							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
Honny St	0.05	560	F	95%	1%	Jeff 2%	erson St 1%	1%	0%	F	0.129	F		500	F	2002
1 Henry St	0.05	560		95%	1 70	270	1 70	1 70	076	F				590	F	2002
	Combined Traffic:	0	F	To:		3	Brd St		1		0.129	F		0	Г	
				From:			enry St									
1 3rd St	0.05	1700	F	95%	1%	2%	1%	1%	0%	F	0.111	F		1800	F	2002
\bigcirc	Combined Traffic:	0	F								0.111	F		0	F	
				To		US 301	Par, Bank	St	1.							
1 3rd St	0.05	2800	F	From: 95%	1%	2%	1%	1%	0%	F	0.109	F		3000	F	2002
	Combined Traffic:	0	F								0.109	F		0	F	
				To:		US 301 B	ollingbroo	k St								
~~~~~				From:		US 301; 3										
1)(301)Bolling	brook St 0.08	6700	F	95%	0%	2%	1%	1%	0%	F	0.103	F		7000	F	2002
~ ~	Combined Traffic:	0	F								0.103	F		0	F	
				To:	US 1	Par; US 301	l Par; Boll	ingbrook	St							
1 2nd St	0.35	12000	G	98%	0%	1%	0%	0%	0%	F	NA			12000	G	2002
$\bigcirc$				To:		SCL Col	onial Heig	hts								
				From:	U	S 1 Wythe	St Batterse	ea Lane								
(1) Washington	St 0.31	8900	F	96%	1%	2%	1%	1%	0%	F	0.093	F		9400	F	2002
(P)	Combined Traffic:	17000	F	95%	1%	2%	1%	1%	0%	F	NA			18000	F	
				To:		123-90	25 West S	t								
(1) Washington	St 0.40	8900	F	From: 96%	1%	2%	1%	1%	0%	F	0.092	F		9400	F	2002
(F)	Combined Traffic:	17000	F	95%	1%	2%	1%	1%	0%	F	NA			18000	F	
							29 South S									
1 Washington	St 0.27	10000	F	From: 96%	1%	2%	29 30uui 3	1%	0%	С	0.097	F		11000	F	2002
y washington	Combined Traffic:		F	95%	1%	2%	1%	1%	0%	F	NA	•		21000	F	2002
	Combined Traine.	20000	•	33 /0	1 70			1 /0	070	'	INA			21000	'	
/// Machineton	Ct 0.24	40000	-	From:	40/		rantee St 1%	1%		_	0.007	_		44000		2002
Washington :		10000	F	96%	1%	2%			0%	F	0.087	F		11000	F	2002
	Combined Traffic:	20000	F	95% To:	1%	2% S US 460 Pa	1%	1%	0%	F	NA			21000	F	
				From:		; Bus US 4										
Market St	0.38	3900	F	95%	1%	3%	1%	0%	0%	С	0.089	F	0.505	4100	F	2002
	Combined Traffic:	0	F								NA			0	F	
				To:		SR 36	Grove Av	9								
~~~			_	From:			Market S			_		_			_	
(p) Old St	0.13	3600	F	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3800	F	2002
	Combined Traffic:	0	F	To:			Cı				NA			0	F	
				From:			amore St Old St									
Sycamore St	0.04	4200	F	95%	1%	3%	1%	0%	0%	F	0.096	F	0.779	4400	F	2002
(J)	Combined Traffic:	0	F		**						NA		-	0	F	- 7-
				To:		Bollir	ngbrook St									
~~		_		From:			amore St				_		_			
Bollingbrook		3200	F	95%	1%	3%	1%	0%	0%	F	0.089	F		3400	F	2002
•••	Combined Traffic:	0	F	_							NA			0	F	
				To:		US 1, U	S 301 2nd	St								
				From:			Petersburg									
(36) Fleet St	0.12	11000	F	98%	1%	1%	0%	0%	0%	С	0.094	F	0.504	11000	F	2002
$\overline{}$				To: From:			ove Ave									
36 Grove Ave	0.54	3800	F	95%	1%	2%	leet St 1%	1%	0%	С	0.105	F	0.617	4000	F	2002
Grove Ave	0.34	3000	r	90 70 To:	1 /0		ır, Market		0 /0	C	0.103	-	0.017	7000	1	2002
				From:			RT 1	Ji								
(36) (1) Market	St 0.38	3900	F	95%	1%	3%	1%	0%	0%	С	0.089	F	0.505	4100	F	2002
	Combined Traffic:	0	F								NA			0	F	
		<u> </u>		To:	IIC 1 D-	r; BUS US	460 Por V	Vochin at	n Ct							
36 Market St	0.11	5000	F	From: 96%	0% 1 Pa	2%	1%	vasningto 1%	0%	F	0.1	F	0.595	5000	F	2002
36 Market St	0.11	5500	•	70 /0 To:		JS 1, Bus U			0 /0	'	0.1	'	0.000	5000	'	2002
						J. 1, Dus C	DO TOO WY	uic St								

					Dilli	widale iv	antena	100 / 1100	•							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				From:	T.1	C 1 DUC	LIC 460 W	7 d Ct								
36) 1 Wythe	St 0.20	10000	F	95%	1%	S 1, BUS 2%	1%	1%	0%	F	0.093	F		11000	F	2002
36) 1 Wythe		0	F	95/0	1 70	2 /0	1 /0	1 /0	0 70	'		F			F	2002
	Combined Traffic:	U	Г	_							0.093	Г		0	Г	
	Ct 0.00	44000	_	From:		ALT US 3			-00/	_	0.000	г		45000		2002
36 1 Wythe		14000	F	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	F	2002
	Combined Traffic:	0	F								0.089	F		0	F	
Bus				To:		RT	460 BUS									
36) (460) Wythe	St 0.20	15000	F	96%	1%	2%	0%	1%	0%	С	0.098	F		16000	F	2002
	Combined Traffic:	32000	F	95%	1%	2%	1%	2%	0%	F	0.098	F		34000	F	
				To:		I_:	85, I-95									
Bus			_	From:						_		_			_	
36) (460) Wythe		10000	F	96%	1%	2%	0%	1%	0%	F	0.084	F		11000	F	2002
\sim	Combined Traffic:	23000	F	94%	1%	2%	1%	2%	0%	F	0.084	F		24000	F	
				From:		SOUTH C										
36) Wythe St	0.43	11000	F	97%	0%	301, Bus 1%	0%	1%	0%	F	0.081	F		11000	F	2002
30) , 3	Combined Traffic:		F	97%	0%	1%	0%	1%	0%	F	0.088	F	0.549	22000	F	_502
	Combined Haille.		•	To:		Par, Was				'	0.000	•	0.040	22000	•	
_				From:		36 Par; W										
36) Washington	St 0.87	21000	F	97%	0%	1%	0%	1%	0%	F	0.086	F	0.526	21000	F	2002
				To		Pudd	lledock Rd									
36) Washington	St 0.58	15000	F	97%	0%	1%	0%	1%	0%	F	0.081	F	0.525	15000	F	2002
				To:]	Prince Geo	rge Count	y Line								
				From:		SR 36	; Market S	St	1							
36) (1) Old St	0.13	3600	F	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3800	F	2002
40 (J)	Combined Traffic:	0	F								NA			0	F	
				To:		Syc	amore St									
¬ ~~				From:			Old St									
36 / { p } Sycam	ore St 0.04	4200	F	95%	1%	3%	1%	0%	0%	F	0.096	F	0.779	4400	F	2002
~	Combined Traffic:	0	F	. —							NA			0	F	
				From:			ngbrook St amore St	i .								
as 1 Bolling	brook St 0.10	3200	F	95%	1%	3%	1%	0%	0%	F	0.089	F		3400	F	2002
36 1 Bolling	Combined Traffic:	0	F	0070	.,,	0,0	. , ,	0 / 0	0 / 0	•	NA	•		0	F	
	Combined Traine.	·	•	To:		US 1, U	S 301 2nd	St			14/ (Ü	•	
				From:			Par, 2nd S									
36 (301) Bolling	brook St 0.08	6700	F	95%	0%	2%	1%	1%	0%	F	0.103	F		7000	F	2002
	Combined Traffic:	0	F								0.103	F		0	F	
				To: From:		US 1, AL		3rd St								
and Polling	brook St 0.15	3600	F	95%	0%	2%	3rd St 1%	1%	0%	F	0.090	F		3800	F	2002
36 301 Bolling	Combined Traffic:					2% 3%										2002
	Combined Harric:	6600	F	94%	1%		1%	1%	0%	F	0.090	F		7000	F	
7~~5 ;;;		2022		From:	00/		5th St	401	00′		0.000			0.400		
36 301 Bolling		3200	F	95%	0%	2%	1%	1%	0%	С	0.093	F		3400	F -	2002
~	Combined Traffic:	6700	F	94%	1%	3%	1%	1%	0%	С	0.093	F		7100	F	
				To: From:			ater Rd	<u> </u>								
36 301 Crater	Rd 0.14	3000	F	95%	0%	2%	1%	1%	0%	F	0.102	F		3200	F	2002
36 301 Crater	Combined Traffic:	6700	F	94%	1%	3%	1%	1%	0%	F	0.102	F		7100	F	_002
	Combined Haille.	0.00	•	T. F	1 /0				U /0	'	0.102	•		, 100	•	
	Dd 0.40	4600		From:	40/		Par, Bank		00/	г	0.400	Г	0.504	4000		2000
36 301 Crater		4600	F	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	4900	F	2002
•	Combined Traffic:	0	F								0.103	F	0.584	0	F	
				From:		301, BUS										
				070/	00/	40/	00/	1%	0%	F	0.092	F		11000	F	2002
36 Washington	St 0.18	11000	F	97%	0%	1%	0%	1 70	U 70		0.032			11000	•	2002
36 Washington	St 0.18 Combined Traffic:		F F	97% 97%	0% 0%	1% 1%	0%	1%	0%	F	NA	ı		22000	F	2002

								nce Area			Deale		D:-			
Route	Length	AADT	QA	4Tire	Bus			uck : 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				From:		Т	Daniela Ct		ī							
(36) Washington S	St 0.25	11000	F	97%	0%	1%	Burch St 0%	1%	0%	F	0.094	F		11000	F	2002
36 Washington S	Combined Traffic:	0	F	31 70	0 70	170	070	170	070		NA	'		0	F	2002
	Combined Trainc.	U	•	To:		SR 36 Wy	the St; An	nelia St			INA			U	'	
Sinviddia Caunty									U .							
Dinwiddie County				From:		Nottowa	ay County	Line	Ī							
40)	4.90	1100	F	86%	1%	3%	2%	9%	0%	F	0.086	F	0.76	1100	F	2002
40				To:			26-644									
	6.15	1000	В	From: 86%	1%	3%	2%	9%	0%	Α	0.103	Α	0.542	1000	В	2002
40	0.10	1000		0070	1 /0			370	070		0.100		0.542	1000		2002
	0.10			From:	40/		26-610	201		_		_	2 2 4 =	4=00		
(40)	2.46	1700	F	86%	1%	3%	2%	9%	0%	F	0.077	F	0.615	1700	F	2002
				To:		WCI	McKenn	ey								
Town of McKennev																
				From:			McKenn									
40)	0.34	1700	N	86%	1%	3%	2%	9%	0%	N	0.077	N	0.615	1700	N	2002
				To: From:		2	26-1002									
40)	1.00	2900	F	86%	1%	3%	2%	9%	0%	F	0.084	F	0.560	2900	F	2002
				To:		ECL	McKenne	ey								
Dinwiddie County																
Jiiwiddic County				From:		ECL	McKenne	ey								
(40)	0.14	2900	N	86%	1%	3%	2%	9%	0%	Ν	0.084	Ν	0.560	2900	N	2002
				To:		I 85 Fac	st of McKe	nnev	L							
40	0.56	1800	F	From: 82%	1%	4%	2%	11%	0%	F	0.079	F	0.505	1800	F	2002
40	0.50	1000	•	02 /0	1 /0			1170	070	'	0.073	'	0.505	1000	•	2002
				From:			26-692								_	
(40)	5.15	990	Α	82%	1%	4%	2%	11%	0%	С	0.11	Α	0.514	980	Α	2002
$\overline{}$				To-			26-609									
40)	2.04	1300	F	82%	1%	4%	2%	11%	0%	F	0.09	F	0.543	1300	F	2002
				To:			26 (10									
	5.19	1400	F	From: 82%	1%	4%	26-619 2 %	11%	0%	F	0.091	F	0.549	1400	F	2002
40	5.19	1400	•	To:	1 /0		County L		070	'	0.031	'	0.545	1400	'	2002
North	0.00	40000	_	From:	40/		ck County		40/	_	0.000	_		44000	_	0000
(85)	2.38	12000	F	75%	1%	2%	0%	21%	1%	F	0.063	F		11000	F	2002
	Combined Traffic:	23000	F	75%	1%	2%	0%	21%	1%	F	0.064	F	0.508	20000	F	
Morth				To: From:			SR 40									
North	5.05	11000	F		1%	30/2	10/2	16%	1%	F	0.061	F		10000	F	2002
85)	5.95			78%	1%	3%	1%	16%	1%	F	0.061	F	0.550	10000	F	2002
	Combined Traffic:	21000	F	79%	1%	2%	1%	16%	1%	F	0.068	г	0.559	20000	F	
North				From:			26-650									
85)	4.88	11000	F	78%	1%	3%	1%	16%	1%	F	0.062	F		10000	F	2002
03)	Combined Traffic:		F	79%	1%	2%	1%	16%	1%	F	0.066	F	0.576	20000	F	
	Combined Traine.	22000	•		1 /0			10 /0	1 70	'	0.000	'	0.570	20000	•	
North				From:			26-703									
85)	8.81	13000	Α	78%	1%	3%	1%	16%	1%	С	0.125	Α		12000	Α	2002
	Combined Traffic:		В	79%	1%	2%	1%	16%	1%	С	0.114	Α	0.554	24000	В	
			_	Te	. , •					•		- •			_	
North				From:		1	US 460									
North 85	1.48	20000	F	78%	1%	3%	1%	16%	1%	F	0.081	F		18000	F	2002
	Combined Traffic:	39000	F	79%	1%	2%	1%	16%	1%	F	0.072	F	0.598	36000	F	
			-	-	. , •	_,~		, •		-	· -	-				
				From:			US 1									
North																
	1.18	24000	F	78%	1%	3%	1%	16%	1%	F	0.089	F		23000	F	2002
North 85	1.18 Combined Traffic:		F F	78% 79%	1% 1%	3% 2%	1% 1%	16% 16%	1% 1%	F F	0.089 0.073	F F	0.608	23000 46000	F F	2002

					Din	widale iv	iaintena	nce Area	3							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				From:		a a r	D . 1									
North	1.01	24000	F	78%	1%	3%	Petersbur 1%	g 16%	1%	F	0.089	F		23000	F	2002
85													0.000			2002
	Combined Traffic:	49000	F	79%	1%	2%	1%	16%	1%	F	0.073	F	0.608	46000	F	
North				From:		Squirre	l Level R	oad	-							
85)	2.57	31000	F	78%	1%	3%	1%	16%	1%	F	0.087	F		29000	F	2002
00)	Combined Traffic:	58000	F	79%	1%	2%	1%	16%	1%	F	0.087	F		54000	F	
	Combined Traine.	00000	•	To:	170	270	I-95	1070	170	•	0.007	•		01000	•	
inwiddie County				•					-							
outh				From:		Brunswi	k County	Line								
85)	2.78	11000	F	75%	1%	2%	0%	20%	1%	F	0.068	F		9900	F	2002
	Combined Traffic:	23000	F	75%	1%	2%	0%	21%	1%	F	NA			20000	F	
				To:			SR 40									
outh				From:												
85)	5.95	10000	F	79%	1%	2%	1%	16%	1%	F	0.076	F		9600	F	2002
	Combined Traffic:	21000	F	79%	1%	2%	1%	16%	1%	F	NA			20000	F	
ath				To: From:			26-650									
outh	4.95	11000	F	79%	1%	2%	1%	16%	1%	F	0.075	F		10000	F	2002
85										F					F	2002
	Combined Traffic:	22000	F	79% 	1%	2%	1%	16%	1%	Г	NA			20000	Г	
outh				From:			26-703									
85)	8.36	13000	В	79%	1%	2%	1%	16%	1%	С	0.114	Α		12000	В	2002
	Combined Traffic:	26000	В	79%	1%	2%	1%	16%	1%	С	NA			24000	В	
				To:					1							
outh				From:			JS 460									
85)	1.83	19000	F	79%	1%	2%	1%	16%	1%	F	0.091	F		18000	F	2002
	Combined Traffic:	39000	F	79%	1%	2%	1%	16%	1%	F	NA			36000	F	
				To: From:			US 1		F							
South	0.81	25000	F	79%	1%	2%	1%	16%	1%	F	0.09	F		23000	F	2002
85												Г				2002
	Combined Traffic:	49000	F	79% To:	1%	2%	1% Petersbur	16%	1%	F	NA			46000	F	
						SCL	1 CtC150ti	5								
City of Petersburg				From:		SCI	Petersbur	· · · · · · · · · · · · · · · · · · ·	1							
South 85	1.25	25000	F	79%	1%	2%	1%	16%	1%	F	0.09	F		23000	F	2002
03)	Combined Traffic:	49000	F	79%	1%	2%	1%	16%	1%	F	0.073	F	0.608	46000	F	2002
	Combined Trainc.	43000	•	1370	1 /0				1 70	'	0.073	•	0.000	40000	•	
outh				From:		Squirre	l Level R	oad								
85)	2.72	27000	F	79%	1%	2%	1%	16%	1%	F	0.091	F		25000	F	2002
	Combined Traffic:	58000	F	79%	1%	2%	1%	16%	1%	F	NA			54000	F	
				To:			I-95									
lorth				From:		R	ives Rd									
95)	1.15	13000	F	80%	1%	2%	0%	17%	0%	F	0.082	F		11000	F	2002
	Combined Traffic:		F	80%	1%	2%	0%	17%	0%	F	0.081	F		26000	F	
				To:			agner Rd									
lorth				From:												
		19000	F	80%	1%	2%	0%	17%	0%	F	0.082	F		17000	F	2002
95)	2.79			80%	1%	2%	0%	17%	0%	F	0.082	F		37000	F	
95)	2.79 Combined Traffic:		F	0070												
			F	To:		US 4	60 West S	St								
North	Combined Traffic:	43000		To: From:	10/				00/	N1	U U83	N1		17000	NI	2002
North	Combined Traffic: 0.50	43000 19000	N	From:	1%	2%	0%	17%	0%	N	0.082	N		17000	N	2002
Jorth	Combined Traffic:	43000 19000		To: From:	1% 1%				0% 0%	N N	0.082 0.082	N N		17000 NA	N	2002
Jorth 95	Combined Traffic: 0.50	43000 19000	N	From:		2%	0%	17%							N	2002
North 95 North	Combined Traffic: 0.50	43000 19000	N N	80% 80%	1%	2% 2%	0% 0% I-85	17% 17%	0%		0.082	N			N F	2002
Jorth 95	Combined Traffic: 0.50 Combined Traffic:	43000 19000 45000 38000	N	From:		2%	0% 0%	17%		N			0.522	NA		2002

						D 1111	Widale IV										
Route		Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg					From:	IIC 2	O1 Dug II	S 460 Was	hington Ct	. 1							
North 95		0.64	48000	F	89%	1%	2%	1%	8%	0%	F	0.082	F		48000	F	2002
95)	Combined ¹		88000	F	88%	1%	2%	1%	8%	0%	F	0.08	F	0.527	87000	F	
	00111011100			•	To:	. , ,		lonial Heig		0,70	•	0.00	•	0.02.	0.000	•	
South					From:		SCL	Petersburg									
95)		0.34	16000	F	80%	1%	2%	0%	16%	0%	F	0.08	F		14000	F	2002
	Combined	Traffic:	27000	F	80%	1%	2%	0%	17%	0%	F	NA			24000	F	
South					To: From:		R	ives Rd		}							
95)		1.22	16000	F	80%	1%	2%	0%	16%	0%	F	0.082	F		14000	F	2002
	Combined	Traffic:	29000	F	80%	1%	2%	0%	17%	0%	F	NA			26000	F	
Counth					To: From:		Wa	agner Rd		ŀ							
South 95		2.29	23000	F	80%	1%	2%	0%	16%	0%	F	0.082	F		20000	F	2002
95)	Combined ¹		43000	F	80%	1%	2%	0%	17%	0%	F	NA	•		37000	F	
	00			•	_			Crater Rd;			•				0.000	•	
South		0.50	NIA		From:			ŕ			_	0.000	N.		NIA		2002
95	O = == - = =	0.53	NA		80%	1%	2%	0%	16%	0%	F	0.082	N		NA		2002
	Combined '	rame:	NA		80%	1%	2%	0%	17%	0%	N	0.082	N		NA		
South					From:			I-85									
95)		0.66	32000	F	88%	1%	2%	1%	8%	0%	F	0.077	F		32000	F	2002
	Combined 7	Traffic:	70000	F	88%	1%	2%	1%	8%	0%	F	NA			70000	F	
South					To: From:		US 3	01; US 460									
95)		0.48	39000	F	88%	1%	2%	1%	8%	0%	F	0.079	F		39000	F	2002
93)	Combined			F	88%	1%	2%	1%	8%	0%	F	NA			87000	F	
					To:			lonial Heig	hts								
					From:		US 46	0 County R	d								
(106) Courthouse F	Rd	0.10	7000	F	95%	2%	1%	1%	2%	0%	F	0.093	F	0.51	7400	F	2002
					To:		ECL	Petersburg		J							
				_	From:			0 County R		20/			_		0.400	_	
109 Hickory Hill R	d	0.88	8600	F	98%	0%	1%	0%	0%	0%	С	0.119	F	0.761	9100	F	2002
					From:			Petersburg									
109 Hickory Hill R	d	0.03	8600	N	98%	0%	1%	0%	0%	0%	N	0.119	N	0.761	9100	N	2002
					··· Deac	1 End; Fo	ort Lee Mil	itary Reser	vation, M	ahone A							
Dinwiddie County					From:		US 1 Box	vdton Plank	·Rd								
(142) Simpson Rd		1.27	2400	F	91%	0%	2%	2%	4%	0%	С	0.109	F	0.502	2400	F	2002
1,42					To:			Petersburg	5								
City of Petersburg																	
					From:			Petersburg									
142 Boydton Plan	k Rd	0.16	3900	F	97%	1%	2%	0%	0%	0%	F	0.103	F	0.579	4200	F	2002
$\overline{\bigcirc}$					From:			upuy Rd									
142 Boydton Plan	k Rd	1.24	3400	F	97%	1%	2%	0%	0%	0%	С	0.101	F	0.51	3600	F	2002
$\stackrel{\smile}{=}$					From:		Rt 604	Halifax R	d								
142 Halifax Rd		0.06	6100	F	97 <u>%</u>	1%	2%	0%	0%	0%	F	0.102	F	0.595	6500	F	2002
					To:		C	SX RR									
Dinwiddie County					From:		IIO 4	60 Car. D 1		1							
226 Cox Rd		3.38	4200	F	94%	0%	2%	60 Cox Rd 2%	1%	0%	С	0.092	F	0.595	4500	F	2002
220) 35% 1 10		0.00	00	•	Tn·	J 70		st of Peters		7,0	•	5.552	•	2.000	1000	•	_002
City of Petersburg																	
					From:		SCL	Petersburg]							
(301) Crater Rd		0.21	8200	F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.62	8700	F	2002
<u> </u>					From:	_	R	ives Rd									
301 Crater Rd		0.90	9100	F	96%	1%	2%	0%	1%	0%	С	0.096	F	0.586	9700	F	2002
301 Cratci Na																	

					DIN			nce Area								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
Crotor Dd	0.42	22000	F	96%	1%	2%	agner Rd 0%	1%	0%	F	0.091	F	0.510	23000	F	2002
301 Crater Rd	0.43	22000	г	90%	1 70	270	U70	170	U70	г	0.091	Г	0.510	23000	Г	2002
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	0.07			From:	40/		lank Rd	40/	20/				0.500			
301 Crater Rd	0.87	22000	F	96%	1%	2%	0%	1%	0%	F	0.095	F	0.506	23000	F	2002
~~~				From:		ALT US 3										
(301) Crater Rd	0.26	16000	F	97%	1%	2%	0%	0%	0%	С	0.088	F	0.504	17000	F	2002
~~				From:			outh Blvd				-		-		-	-
(301) Crater Rd	0.73	22000	F	97%	1%	2%	0%	0%	0%	F	0.09	F	0.519	23000	F	2002
~				To: From:		I-95, l	Bus US 46	50								
(301) Crater Rd	0.09	11000	N	96%	1%	2%	1%	1%	0%	Ν	0.088	Ν	0.552	12000	Ν	2002
$\overline{}$				To: From:	I-95	; Bus US 4		infield Ro	l							
301 Crater Rd	0.96	11000	F	96%	1%	2%	I-95 1%	1%	0%	С	0.088	F	0.552	12000	F	2002
301 Grater red	Combined Traffic:	0	F	30 /0	1 /0	270	1 /0	170	0 70	O	0.088	F	0.552	0	F	2002
	Combined Trainc.	U	•	. —							0.000	'	0.552	U	'	
301 Crater Rd	0.10	8000	F	From: 96%	1%	R 36, Bus 2%	US 460 V 1%	Vythe St 1%	0%	F	0.089	F	0 E21	QE00	F	2002
301 Crater Ru	Combined Traffic:	8000 0	F	90%	1 70	∠70	1 70	1 70	U%	r	0.089	F	0.521	8500 0	F	2002
	Combined Franc.	U	г								0.069	Г	0.521	U	Г	
~~~	0.40	4000		From:		ar, Bus US					0.400		0.504	4000		
301 Crater Rd	0.18	4600	F	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	4900	F	2002
	Combined Traffic:	0	F								0.103	F	0.584	0	F	
~~~				From:			Par, Banl									
(301) Crater Rd	0.14	3000	F	95%	0%	2%	1%	1%	0%	F	0.102	F		3200	F	2002
	Combined Traffic:	6700	F	94% To:	1%	3%	1%	1%	0%	F	0.102	F		7100	F	
				From:			ingbrook S rater Rd	ot .								
801 Bollingbrook	St 0.23	3200	F	95%	0%	2%	1%	1%	0%	С	0.093	F		3400	F	2002
(301)	Combined Traffic:		F	94%	1%	3%	1%	1%	0%	С	0.093	F		7100	F	
				To:			5th St									
301 Bollingbrook	St 0.15	3600	F	95%	0%	2%	1%	1%	0%	F	0.090	F		3800	F	2002
301) 2011119210011	Combined Traffic:		F	94%	1%	3%	1%	1%	0%	F	0.090	F		7000	F	2002
	Combined Traine.	0000	•	To:	1 /0		3rd St	170	070	•	0.000	•		7000	•	
~~~				From:		US 1, AL										
(301) Bollingbrook		6700	F	95%	0%	2%	1%	1%	0%	F	0.103	F		7000	F	2002
~	Combined Traffic:	0	F	. —							0.103	F		0	F	
				To: From:			Par, 2nd S	St								
301 1 2nd St	0.35	12000	G	98%	0%	1%	0%	0%	0%	F	NA			12000	G	2002
301) (1) = 11 01				To:			olonial Hei			•						
				From:			01 Crater									
301 Bank St	0.24	3500	F	93%	1%	3%	2%	1%	0%	С	0.1	F		3700	F	2002
(\$1)	Combined Traffic:	0	F								NA			0	F	
				To:			5th St									
301 Bank St	0.15	3000	F	93%	1%	3%	2%	1%	0%	F	0.099	F		3200	F	2002
(391) 24 61	Combined Traffic:	6600	F	94%	1%	3%	1%	1%	0%	F	NA	•		7000	F	
		-	-	To:	.,,			.,,		•					•	
301 Bank St	0.09	4100	F	93%	1%	3%	3rd St 2%	1%	0%	F	0.099	F		4300	F	2002
301 Dank Ot	Combined Traffic:		F	33 /0	1 /0	370	270	170	0 70	'	NA	'		0	F	2002
	Johnshieu Haille.	U	•	To:		ALT US	301 Par, 2	nd St			1 1/7			U	1	
~~~				From:		ALT US 3										
301 2nd St	0.06	3600	F	93%	1%	3%	2%	1%	0%	F	0.103	F		3900	F	2002
٠,	Combined Traffic:	0	F								NA			0	F	
				To:	U	S 1, US 30	01 Bolling	brook St								
ALT				From:			01 Crater I									
			_	/						_						
301 Sycamore St	0.30	8400	F	98% To:	0%	1%	0% outh Blvd	0%	0%	F	0.094	F	0.524	8900	F	2002

Route City of Petersburg ALT 301 Sycamore St	Length	AADT					باماد			Peak		Dir			
ALT		AADI	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Hour	QK	Dir Factor	AAWDT	QW	Year
				From:		South Blvd		i							
(1) S) Summer of	0.95	6300	F	98%	0%	1% 0%	0%	0%	С	0.089	F	0.615	6700	F	2002
	0.00	0000	•	T	070		070	070	Ü	0.000	•	0.010	0700	•	2002
ALT.				From:		North Blvd									
Sycamore St	0.42	10000	F	98%	0%	1% 0%	0%	0%	F	0.086	F	0.628	11000	F	2002
~~ <u> </u>				To: From:		Graham Rd		1							
ALT Systematic St	0.56	12000	_		0%		00/	00/	F	0.007	_	0.552	12000	_	2002
Sycamore St	0.56	12000	F	98% To:	U%	1% 0% US 1 Wythe S	0%	0%	Г	0.087	F	0.552	13000	F	2002
ALT				From:		RT 1	οι -								
(301) (1) Wythe St	0.20	14000	F	95%	1%	2% 1%	1%	0%	F	0.089	F		15000	F	2002
	Combined Traffic:	: 0	F							0.089	F		0	F	
				To:		BUS US 460 Jeffer	rson St								
ALT ~~				From:		BUS US 460 Wyt									
$\{01\}$ $\{1\}$ Jefferson		3400	F	95%	1%	2% 1%	1%	0%	F	0.086	F	0.709	3600	F	2002
~~ (Combined Traffic:	: 0	F							0.086	F	0.709	0	F	
1 T				From:	Bu	ıs US 460 Par, Wasl	nington St								
ALT 801 1 Jefferson	st 0.21	870	F	95%	1%	2% 1%	1%	0%	F	0.107	F	0.813	920	F	2002
70.)(.)			F	90/0	1 /0	Z/U 1/0	1 /0	U /0		0.107	F			F	2002
(Combined Traffic:	. 0	г	To:		Henry St				0.107	г	0.813	0	Г	
ALT				From:		Jefferson St									
Henry St	0.05	560	F	95%	1%	2% 1%	1%	0%	F	0.129	F		590	F	2002
) ()	Combined Traffic:	. 0	F							0.129	F		0	F	
		-	-	To:		3rd St					•		-	-	
ALT				From:		Henry St									
301 $\begin{cases} 1 \end{cases}$ 3rd St	0.05	1700	F	95%	1%	2% 1%	1%	0%	F	0.111	F		1800	F	2002
~~~ (	Combined Traffic:	: 0	F							0.111	F		0	F	
				To:		US 301 Par, Ban	k St								
ALT	0.05	0000	_	From:	40/			00/	_	0.400	_		0000	_	0000
$301$ $\left\{\begin{array}{c}1\end{array}\right\}$ 3rd St	0.05	2800	F	95%	1%	2% 1%	1%	0%	F	0.109	F		3000	F	2002
~ ~ (	Combined Traffic:	: 0	F	To:		************	1.0			0.109	F		0	F	
<u> </u>				From:		US 301 Bollingbro									
ALT 301 (301 Bollingbro	ook St 0.08	6700	F	95%	0%	2% 1%	1%	0%	F	0.103	F		7000	F	2002
	Combined Traffic:		F	3370	0 70	270 170	1 70	0 70	'	0.103	F		0	F	2002
	Johnbined Franc.	. 0	г	To:		RT 301				0.103	Г		U	Г	
				r			Y								
ALT Systematic St	0.09	7500	F	97%	0%	US 1 Wythe S	1%	0%	F	0.091	F	0.529	8000	F	2002
Sycamore St				9170	U 70	170 170	1 70	070	Г		Г	0.529			2002
C	Combined Traffic:	: 0	F	To:	1	Dug LIC 460 Wastin	oton Ct			NA			0	F	
ALT Bus				From:		Bus US 460 Washin RT 460 BUS									
~~~	ton St 0.09	16000	F	94%	1%	3% 2%	1%	0%	F	0.085	F		16000	F	2002
301 460 Washing	Combined Traffic:		F	94%	1%	2% 1%	1%	0%	F	NA	•		31000	F	_002
	ZOTIDITICA TTAITIC.	55000	•					U /U	'	14/			31000	'	
ALT				From:	E	BUS US 460 Washii	ngton St								
Adams St	0.06	5100	F	97%	0%	1% 1%	1%	0%	F	0.092	F	0.715	5400	F	2002
٠ (Combined Traffic:	: 0	F							NA			0	F	
				To		Franklin St									
ALT			_	From:			401		_		_			_	
Adams St	0.16	4600	F	97%	0%	1% 1%	1%	0%	F	0.095	F	0.757	4900	F	2002
	Combined Traffic:	: 0	F	_						NA			0	F	
				To: From:		Henry St									
· (2400	-		00/	Adams St	10/	00/	_	0.005	_		2200	_	2000
ALT (0.04	3100	F	97%	0%	1% 1%	1%	0%	F	0.085	F		3300	F	2002
ALT (ALT) (Henry St	0.04	_								NA			0	F	
ALT (ALT) (Henry St	0.04 Combined Traffic:	: 0	F	Te-		C10									
ALT ALT Henry St		0	Г	To: From:		Second St Henry St									
ALT 391 Henry St	Combined Traffic:			From:	0%	Henry St	1%	0%	F	0.086	F		3000		2002
ALT 301 Henry St		2800	F F		0%		1%	0%	F	0.086 NA	F		3000	F F	2002

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:		N C									
460	6.80	5300	F	85%	1%	Nottoway County 2% 1%	12%	0%	F	0.076	F	0.52	5200	F	2002
~~~	0.00	0400		From:	40/	26-625	400/	00/		N1A			0400		0000
(460)	2.99	6100	G	85%	1%	2% 1%	12%	0%	F	NA			6100	G	2002
(100)	2.32	6600	Α	From: 85%	1%	26-602 2% 1%	12%	0%	В	0.102	Α	0.577	6500	Α	2002
<u>460</u>	2.52	0000	^	00 70	1 /0		12 /0	070	ı	0.102	^	0.577	0300	^	2002
(460)	3.29	6600	F	85%	1%	26-611 2% 1%	12%	0%	F	0.075	F	0.617	6500	F	2002
400				To:		26-627									
1460 New Cox Rd	2.36	7400	F	85%	1%	2% 1%	12%	0%	F	0.076	F	0.62	7300	F	2002
				To: From:		26-628 Tranquility	Lane								
(460) Cox Rd	2.12	9300	F	85%	1%	2% 1%	12%	0%	F	80.0	F	0.649	9100	F	2002
<u>~</u>				From:		26-631 Claiborne		•							
(460) Cox Rd	0.25	11000	F	85%	1%	2% 1%	12%	0%	F	0.083	F	0.647	11000	F	2002
~~~~~·				From:	10/	26-743 Hart R		201							
(460) Cox Road	2.00	12000	F	85%	1%	2% 1%	12%	0%	F	0.084	F	0.655	11000	F	2002
(460) Cox Rd	0.61	16000	F	From: 85%	1%	W 26-632 Olgers 2% 1%	Rd 12%	0%	F	0.077	F	0.548	15000	F	2002
460 COX Ku	0.01	10000	Г	00 /0	1 /0			0 70		0.077		0.540	13000	ı	2002
(460) Cox Rd	0.18	16000	F	85%	1%	E 26-632 Buttewood 2% 1%	12%	0%	F	0.075	F	0.546	16000	F	2002
400 300 110	0.10		•	To:	170	SR 226 Cox R				0.010	•	0.010	10000		2002
460 Airport St	1.21	17000	F	From: 85%	1%	2% 1%	12%	0%	F	0.081	F	0.584	17000	F	2002
				To:		I-85; Bus US 46	50								
	1.48			From:	94	RT 85 N ee I-85 for direct	ional tra	ffic volu	me est	imates fo	r thic	saament			
(460) (85)	Combined Traffic:	39000	F	79%	1%	2% 1%	16%	1%	F	0.072	r uns F	0.598	36000	F	
				To:	.,,	US 1	.0,0			0.0.2	•	0.000			
460 (85)	1.18			From:	Se	ee I-85 for direct	ional tra	ffic volui	me est	imates fo	r this	segment.			
		49000	F	79%	1%	2% 1%	16%	1%	F	0.073	F	0.608	46000	F	
	Combined Traffic:	40000	-				~								
	Combined Traffic:	40000		To:		SCL Petersbur	g								
City of Petersburg	Combined Traffic:	40000		To:											
~~~	Combined Traffic:	40000			Se	SCL Petersbur	g	ffic volui	me est	imates fo	or this	segment.			
City of Petersburg			F		Se 1%		g	ffic volui	me est F	imates fo	or this F	segment.	46000	F	
~~~	1.01			From:		SCL Petersbur ee I-85 for direct	g ional tra 16%					-		F	
~~~	1.01 Combined Traffic: 2.57	49000		79%	1% Se	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level Ree I-85 for direct	g ional tra 16% oad ional tra	1% ffic volui	F me est	0.073 imates fo	F or this	0.608	46000		
460 85	1.01 Combined Traffic:	49000		79%	1%	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level R ee I-85 for direct 2% 1%	g ional tra 16%	1%	F	0.073	F	0.608	46000	F	
460 85 460 85	1.01 Combined Traffic: 2.57	49000	F	79%	1% Se 1%	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level Ree I-85 for direct	g ional tra 16% oad ional tra 16%	1% ffic volui	F me est	0.073 imates fo	F or this	0.608	46000		
460 85	1.01 Combined Traffic: 2.57	49000	F	79%  Ta  From:  79%  To:	1% Se 1%	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level R ee I-85 for direct 2% 1% I-85 S	g ional tra 16% oad ional tra 16%	1% ffic volui	F me est	0.073 imates fo	F or this	0.608	46000		2002
460 85 460 County Dr	1.01 Combined Traffic: 2.57 Combined Traffic:	49000	F	79% To From: From: From:	1% Se 1% Ma 1%	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level R ee I-85 for direct 2% 1% I-85 S intenance Jurisdictio 2% 1% SR 106 Courthous	g ional tra 16% oad ional tra 16% 16% n Change 9% e Rd	1% ffic volui 1%	F me est F	0.073 imates fo 0.087 0.097	F or this F	0.608 segment.	46000 54000	F	
460 85 460 85	1.01 Combined Traffic: 2.57 Combined Traffic:	49000	F	79%  Tal From  79%  79%  7e- From  87%	1% Se 1%	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level R ee I-85 for direct 2% 1% I-85 S intenance Jurisdictic 2% 1% SR 106 Courthous 2% 1%	g ional tra 16% oad ional tra 16% on Change 9% e Rd 9%	1% ffic volui 1%	F me est F	0.073 imates fo 0.087	F or this F	0.608 segment.	46000 54000	F	2002
460 85 460 County Dr 460 County Dr	1.01 Combined Traffic: 2.57 Combined Traffic: 2.44	49000 58000 10000	F F	79%  Tal From  79%  79%  79%  7e- From: From:	1% Se 1% Ma 1%	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level R ee I-85 for direct 2% 1% I-85 S intenance Jurisdictio 2% 1% SR 106 Courthous	g ional tra 16% oad ional tra 16% on Change 9% e Rd 9%	1%  ffic volui  1%  0%	me est F A	0.073 imates fo 0.087 0.097	F or this F A	0.608 segment. 0.536	46000 54000 11000	F A	
460 85  460 County Dr  460 County Dr  Dinwiddie County Bus	1.01 Combined Traffic: 2.57 Combined Traffic: 2.44	49000 58000 10000	F F	79%  Tal From  79%  79%  7e- From  87%	1% Se 1% Ma 1%	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level R ee I-85 for direct 2% 1% I-85 S intenance Jurisdictic 2% 1% SR 106 Courthous 2% 1%	g ional tra 16% oad ional tra 16% in Change 9% e Rd 9% g	1%  ffic volui  1%  0%	me est F A	0.073 imates fo 0.087 0.097	F or this F A	0.608 segment. 0.536	46000 54000 11000	F A	
460 85  460 County Dr  460 County Dr  Dinwiddie County	1.01 Combined Traffic: 2.57 Combined Traffic: 2.44	49000 58000 10000	F F	79%  To From 87%  To From 97%	1% Se 1% Ma 1%	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level R ee I-85 for direct 2% 1% I-85 S intenance Jurisdictic 2% 1% SR 106 Courthous 2% 1% ECL Petersbur I-85; US 460 1% 1%	g ional tra 16%  pad ional tra 16%  n Change 9% e Rd 9% g	1%  ffic volui  1%  0%	me est F A	0.073 imates fo 0.087 0.097	F or this F A	0.608 segment. 0.536	46000 54000 11000	F A	
460 85  460 County Dr  460 County Dr  Dinwiddie County Bus 460 Airport St	1.01 Combined Traffic: 2.57 Combined Traffic: 2.44 0.34	49000 58000 10000 13000	F A F	79%  Ta From  79%  To: From  87%  To: From  87%  From  From	1% Se 1% Ma 1% 1%	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level R ee I-85 for direct 2% 1% I-85 S intenance Jurisdictic 2% 1% SR 106 Courthous 2% 1% ECL Petersbur I-85; US 460 1% 1% US 1 Boydton Plar	g ional tra 16%  pad ional tra 16%  n Change 9% e Rd 9% g	1%  ffic volui 1% 0% 0%	F F A	0.073 imates fo 0.087 0.097 0.082	F r this F A F	0.608 segment. 0.536 0.572	46000 54000 11000 13000	F A	2002
460 85  460 County Dr  460 County Dr  Dinwiddie County Bus 460 Airport St  Bus	1.01 Combined Traffic: 2.57 Combined Traffic: 2.44 0.34	49000 58000 10000 13000	F A F	79%  Ta From  79%  To: From  87%  To: From: 97%  To	1% Se 1% Ma 1% 1%	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level R ee I-85 for direct 2% 1% I-85 S intenance Jurisdictic 2% 1% SR 106 Courthous 2% 1% ECL Petersbur I-85; US 460 1% 1%	g ional tra 16%  pad ional tra 16%  n Change 9% e Rd 9% g	1%  ffic volui 1% 0% 0%	F F A	0.073 imates fo 0.087 0.097 0.082	F r this F A F	0.608 segment. 0.536 0.572	46000 54000 11000 13000	F A	2002
460 85  460 County Dr  460 County Dr  Dinwiddie County Bus 460 Airport St  Bus 460 1 Boydto	1.01 Combined Traffic: 2.57 Combined Traffic: 2.44 0.34	49000 58000 10000 13000 7100	F A F	79%  Ta From  79%  To: From  87%  To: From  97%  To: From  94%	1% Se 1% Ma 1% 1% 0%	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level R ee I-85 for direct 2% 1% I-85 S intenance Jurisdictic 2% 1% SR 106 Courthous 2% 1% ECL Petersbur I-85; US 460 1% 1% US 1 Boydton Plar US 1 Plank Ro 2% 1%	g ional tra 16% bad ional tra 16% n Change 9% e Rd 9% g	1%  ffic volui 1% 0% 0% 0%	me est F A F	0.073 imates fc 0.087 0.097 0.082	F A F	0.608 segment. 0.536 0.572	46000 54000 11000 13000	F A F	2002
460 85  460 County Dr  460 County Dr  Dinwiddie County Bus 460 Airport St  Bus 460 1 Boydto  Bus Bus	1.01 Combined Traffic: 2.57 Combined Traffic: 2.44 0.34 0.17 on Plank Rd 1.70	49000 58000 10000 13000 7100	F A F	79%  Ta From  79%  79%  To: From  87%  To:  97%  To: From  94%	1% Se 1% Ma 1% 1% 2%	SCL Petersbur ee I-85 for direct 2% 1%  Squirrel Level R ee I-85 for direct 2% 1%  I-85 S intenance Jurisdictic 2% 1%  SR 106 Courthous 2% 1%  ECL Petersbur  I-85; US 460 1% 1%  US 1 Boydton Plar US 1 Plank R 2% 1%  I-85 SW of Peters	g ional tra 16% oad ional tra 16% on Change 9% e Rd 9% g	1% ffic volui 1% 0% 0% 0%	F A F	0.073 imates fo 0.087 0.097 0.082 0.081	F A F F	0.608 segment.  0.536 0.572  0.589 0.598	46000 54000 11000 13000 7500	F F F	2002 2002
460 85  460 County Dr  460 County Dr  Dinwiddie County Bus 460 Airport St  Bus 460 1 Boydto	1.01 Combined Traffic: 2.57 Combined Traffic: 2.44 0.34	49000 58000 10000 13000 7100	F A F	79%  To From 87%  To From 97%  To From 97%	1% Se 1% Ma 1% 1% 0%	SCL Petersbur ee I-85 for direct 2% 1% Squirrel Level Ree I-85 for direct 2% 1% I-85 S intenance Jurisdictic 2% 1% SR 106 Courthous 2% 1% ECL Petersbur I-85; US 460 1% 1% US 1 Boydton Plar US 1 Plank Ro 2% 1% I-85 SW of Peters 1% 1%	g ional tra 16%  bad ional tra 16%  n Change 9% e Rd 9% g  1% lk Rd 1 1% burg 1%	1%  ffic volui 1% 0% 0% 0%	me est F A F	0.073 imates fc 0.087 0.097 0.082	F A F	0.608 segment. 0.536 0.572	46000 54000 11000 13000	F A F	2002
460 85  460 County Dr  460 County Dr  Dinwiddie County Bus 460 Airport St  Bus 460 1 Boydto  Bus Bus	1.01 Combined Traffic: 2.57 Combined Traffic: 2.44 0.34 0.17 on Plank Rd 1.70	49000 58000 10000 13000 7100	F A F	79%  Ta From  79%  79%  To: From  87%  To:  97%  To: From  94%	1% Se 1% Ma 1% 1% 2%	SCL Petersbur ee I-85 for direct 2% 1%  Squirrel Level R ee I-85 for direct 2% 1%  I-85 S intenance Jurisdictic 2% 1%  SR 106 Courthous 2% 1%  ECL Petersbur  I-85; US 460 1% 1%  US 1 Boydton Plar US 1 Plank R 2% 1%  I-85 SW of Peters	g ional tra 16%  bad ional tra 16%  n Change 9% e Rd 9% g  1% lk Rd 1 1% burg 1%	1% ffic volui 1% 0% 0% 0%	F A F	0.073 imates fo 0.087 0.097 0.082 0.081	F A F F	0.608 segment.  0.536 0.572  0.589 0.598	46000 54000 11000 13000 7500	F F F	2002 2002

						חוט	widale iv	/laintenai	nce Area	1							
Route		Length	AADT	QA	4Tire	Bus		TrıTrı 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																	
Bus Washi	ngton St	0.40	13000	F	97%	0%	WCI 1%	Petersbur 1%	g 1%	0%	F	0.091	F	0.544	13000	F	2002
460 1 Washii	igion ot	0.40	10000	•	77 70	070			1 70	070		0.001	•	0.544	13000		2002
Bus					From:			ummit St									
460 1 Washii	ngton St	0.18	13000	F	97%	0%	1%	1%	1%	0%	F	0.094	F	0.519	13000	F	2002
Bus					To: From:			Elm St									
~~~	ngton St	0.57	14000	F	95%	1%	2%	1%	1%	0%	F	0.090	F	0.535	15000	F	2002
\hookrightarrow					To:			Par; Wythe									
Bus 460 1 Wythe	C+	1.08	8300	F	95%	US 1 P	ar, Washii 2%	ngton St; B 1%	attersea La	ane 0%	С	0.085	F		8800	F	2002
460 1 Wythe	Combined		17000	F	95%	1%	2%	1%	1%	0%	F	0.085	F		18000	, F	2002
	Combined	i i i amo.	17000	•	JJ 70	1 /0			1 70		ı	0.000	•		10000	<u>'</u>	
Bus					From:			Perry St			_						
460 (1) Wythe		0.15	9900	F	95%	1%	2%	1%	1%	0%	F	0.087	F		10000	F	2002
	Combined	i i raffic:	20000	F	95%	1%	2%	1%	1%	0%	F	0.087	F		21000	F	
Bus					From:		SR 3	6 Market S	St								
$\widetilde{460}$ $\left(\begin{array}{c}1\end{array}\right)$ Wythe	St	0.20	10000	F	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	F	2002
~ ~	Combined	Traffic:	0	F								0.093	F		0	F	
Bus					To- From:		ALT US	301 Sycam	ore St	-							
460 1 Wythe	St	0.20	14000	F	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	F	2002
100	Combined	Traffic:	0	F								0.089	F		0	F	
					To:	U		ERSON S									
Bus 460 Wythe St		0.20	15000	F	96%	1%	US 1 2%	Jefferson :	1%	0%	С	0.098	F		16000	F	2002
460 Wylile St	Combined			F	95%	1%	2%	1%	2%	0%	F	0.098	F		16000 34000	F	2002
	Combined	i i i aiiic.	32000	-	90 /0	1 /0			Z /0	0 /0		0.090			34000	ı	
Bus					From:			-85, I-95									
Wythe St		0.30	10000	F	96%	1%	2%	0%	1%	0%	F	0.084	F		11000	F	2002
	Combined	Traffic:	23000	F	94%	1%	2%	1%	2%	0%	F	0.084	F		24000	F	
Bus					From:		SR 36; U	S 301 Crat	er Rd	-							
460 301 Crater	Rd	0.96	11000	F	96%	1%	2%	1%	1%	0%	С	0.088	F	0.552	12000	F	2002
	Combined	Traffic:	0	F								0.088	F	0.552	0	F	
Due					To: From:	I-95;	BUS US	460 Par, V	Vinfield Ro	i							
Bus 460 301 Crater	Rd	0.09	11000	N	96%	1%	2%	1%	1%	0%	N	0.088	N	0.552	12000	N	2002
400 (301)					To:			01 Crater F									
Bus					From:	U	S 1 Wythe	e St Batters	sea Lane								
	ngton St	0.31	8900	F	96%	1%	2%	1%	1%	0%	F	0.093	F		9400	F	2002
	Combined	Traffic:	17000	F	95%	1%	2%	1%	1%	0%	F	NA			18000	F	
Rue					To: From:		123-9	0025 West	St	-							
Bus 460 (1) Washii	ngton St	0.40	8900	F	96%	1%	2%	1%	1%	0%	F	0.092	F		9400	F	2002
·k. (4)	Combined			F	95%	1%	2%	1%	1%	0%	F	NA			18000	F	
					To:			029 South].							
Bus Washi	ngton St	0.27	10000	F	96%	1%	2%	1%	1%	0%	С	0.097	F		11000	F	2002
460 1 Washii	Combined			F	95% 95%	1%	2% 2%	1%	1%	0% 0%	F	0.097 NA	r		21000	F	2002
	COMBINE	i i i aiii (i.	2000		JJ /0	1 /0			1 /0	J /0	1	11/7			£1000	1	
Bus					From:			arantee St								_	
460) (դ) Washii	ngton St	0.24	10000	F	96%	1%	2%	1%	1%	0%	F	0.087	F		11000	F	2002
~ ~	Combined	Traffic:	20000	F	95%	1%	2%	1%	1%	0%	F	NA			21000	F	
Bus					From:	1		h Market S SR 36 Ma									
Washington S	St	0.19	13000	F	94%	1%	3%	2%	1%	0%	С	0.087	F		14000	F	2002
460 \ ** asimigion (
4 _β 0 vvasilington (Combined	Traffic:	23000	F	94%	1%	2%	1%	1%	0%	F	NA			24000	F	

					וווט	widule iv	iaiiileiia	nce Area	1							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				r												
Bus	0.00	40000	_	94%			1 Par, Syc		0%	_	0.005	_		40000	_	2002
Washington		16000	F		1%	3%	2%	1%		F	0.085	F		16000	F	2002
	Combined Traffic:	30000	F	94%	1%	2%	1%	1%	0%	F	NA			31000	F	
Bus				From:	I	ALT US 3	01 Par, Ac	lams St								
Washington	St 0.10	15000	F	94%	1%	3%	2%	1%	0%	F	0.083	F		16000	F	2002
<u> </u>	Combined Traffic:	29000	F	94%	1%	2%	1%	1%	0%	F	NA			31000	F	
				To:		US 1	Jefferson	St								
Bus	Ct 0.24	47000	_	From:	10/	2%	2%	2%	00/	_	0.070	F		10000	F	2002
Washington	St 0.24	17000	F	93%	1%				0%	F	0.079	Г		18000		2002
	Combined Traffic:	32000	F	95%	1%	2%	1%	2%	0%	F	NA			34000	F	
Bus				From:			I-95		-							
Washington	St 0.24	13000	F	93%	1%	2%	2%	2%	0%	С	0.089	F		13000	F	2002
180	Combined Traffic:	23000	F	94%	1%	2%	1%	2%	0%	F	NA			24000	F	
				To			01 Crater I									
Bus				From:												
460 (301) Crater	Rd 0.10	8000	F	96%	1%	2%	1%	1%	0%	F	0.089	F	0.521	8500	F	2002
~~~	Combined Traffic:	0	F								0.089	F	0.521	0	F	
D				To: From:	SI	R 36, BUS	US 460 V	Wythe St	-							
Bus 460 301 Crater	Rd 0.96	11000	F	96%	1%	2%	1%	1%	0%	С	0.088	F	0.552	12000	F	2002
460 301 Crater	Combined Traffic:	0		30 /0	1 /0	2 /0	1 /0	1 /0	0 70	C	0.088	, F		0	F	2002
	Combined Trainc.	U	F	To:	I-95·	BUS US	460 Par V	Vinfield Ro	1		0.000	Г	0.552	U	Г	
Bus				From:	1 75,		01 Crater I									
Winfield Rd	0.43	1800	F	94%	1%	2%	1%	2%	0%	С	0.095	F	0.971	1900	F	2002
.Bc)	Combined Traffic:	NA									NA			NA		
				To:		toto Moin	tenance B	oundon								
Bus				From:												
Winfield Rd	0.09	1800	F	94%	1%	2%	1%	2%	0%	С	0.095	F	0.971	1900	F	2002
	Combined Traffic:	NA									NA			NA		
				To:		US 46	0 County	Rd								
Dinwiddie County				From:		an a										
Forndalo Pd	0.00	11000	F	96%	0%		226 Cox R	1%	0%	C	0.006	_	0.564	11000	_	2002
600) Ferndale Rd	0.88	11000	г	90%	U%	2%	1%	170	0%	С	0.096	F	0.564	11000	F	2002
$\overline{}$				To: From:			01 River R									
600)	0.53	7600	F	96%	0%	2%	1%	1%	0%	F	0.098	F	0.512	8100	F	2002
				To:	Che	esterfield (	County Li	ne; 20-600								
$\sim$				From:			Namozine									
601) River Road	0.52	710	F	96%	0%	2%	0%	1%	0%	F	0.124	F	0.63	760	F	2002
_				To: From:		26-7	43 Hart R	d								
601) River Rd	3.25	1600	F	96%	0%	2%	0%	1%	0%	F	0.111	F	0.670	1700	F	2002
				To: From:		26-718	Henshaw	Dr								
601) River Rd	1.92	3600	F	96%	0%	2%	0%	1%	0%	С	0.101	F	0.62	3800	F	2002
001)	2		-	To:	0,0		00 River R				0		0.02	0000	•	
				From:			60 W; 26-6									
200	0.20	90	R	<u> </u>		0340	00 W, 20-0	122			NA			NA		09/26/20
302)	0.20	00	• • • • • • • • • • • • • • • • • • • •	To:		US	460 EAST	7	1		147 (			1473		00/20/20
				From:												
003) Weakley Rd	0.50	1500	R			26-67.	2 Church l	ка			NA			NA		08/15/20
Weakley Rd	0.50	1300	ĸ	To:	CD	142.26.1	320: Com	Terminus	1		INA			INA		00/10/20
				From:			60; Gap 7									
Sterling Rd	0.23	1700	F	96%	1%	2%	0%	1%	0%	F	0.105	F	0.537	1800	F	2002
300	0.23	. 5	-	T	.,•					-		-			-	
Ctorline Del	0.00	4600	-	From:	10/		362 Oak C		00/		0.000		0.605	1700		2002
603) Sterling Rd	0.68	1600	F	96%	1%	2%	0%	1%	0%	С	0.098	F	0.605	1700	F	2002
<u>~</u>				To: From:		26-13	319 Short		-							
603) Sterling Rd	0.23	1500	F	96%	1%	2%	0%	1%	0%	F	0.094	F	0.592	1500	F	2002
				To:		26-1315	Del Keitl	n Rd								

									100 7 11 00								
	Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			(.)(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwi	ddie County				From:		06.101										
600	Sterling Rd	0.04	1500	F	96%	1%	26-1313 2%	5 Del Keith 0%	1%	0%	F	0.097	F	0.576	1600	F	2002
(603)	Otering Na	0.04	1500	•	To:	1 /0		226 Cox Rd			'	0.007	•	0.570	1000	'	2002
					From:			eorge Count		<del></del>							
(604)	Halifax Rd	1.87	580	F	97%	0%	1%	1%	1%	0%	F	0.076	F	0.516	580	F	2002
00.7					To:		26-6	605 SOUTH	I								
$\overline{}$					From:			S; Ellington									
(604)	Halifax Rd	2.96	1100	F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.645	1100	F	2002
$\overline{}$					From:			Butler Branc									
(604)	Halifax Rd	1.77	1500	F	97%	0%	1%	1%	1%	0%	F	0.085	F	0.568	1500	F	2002
$\overline{}$			-		From:			MN 26-60'									
(604)	Halifax Rd	0.60	1500	F	97%	0%	1%	1%	1%	0%	F	0.08	F	0.799	1500	F	2002
$\frac{\circ}{\circ}$					From:		26-67	77 Carson R		-							
(604)	Halifax Rd	0.63	1900	F	97%	0%	1%	1%	1%	0%	С	0.099	F	0.53	2000	F	2002
					To:		SCI	_ Petersburg	<u></u>								
$\bigcirc$					From:		US 1 Bo	oydton Plan	k Rd								
(605)	Hunnicut Rd	2.53	620	R								NA			NA		08/13/200
$\stackrel{\smile}{\sim}$					To: From:		26-660	E; Quaker	Rd								
(605)	Old Vaughan Rd	3.20	390	R								NA			NA		08/13/200
$\overline{}$					To: From:		26-670 V	W; Old Stag	e Rd	<u> </u>							
(605)		0.08	1100	R								0.091	F	0.565	NA		08/13/200
$\bigcirc$					To: From:		26-670	E; Duncan	Rd	<del></del>							
(605)	Old Stage Rd	0.50	630	R	Piolii.							NA			NA		08/13/200
					To:		26-66 ^c	Old Stage	Rd	<del></del> -							
(605)	Monks Neck Rd	4.49	260	R	From:		20 00)	Old Bluge	- Tu			NA			NA		08/13/200
000					To:		26-604	N; Halifax	Rd								
$\overline{}$					From:		26-604	S; Halifax	Rd								
(605)	Ellington Rd	1.40	230	R			n: 0					NA			NA		08/13/200
$\stackrel{\smile}{=}$					To:			eorge Count									
$\bigcirc$	D	0.00	000	_	From:		26-669	Old Stage	Rd			NIA			NIA		00/40/000
(606)	Reams Dr	2.00	290	R	To:		26.604	S; Halifax	DA			NA			NA		08/13/200
			-		From:			N; Halifax									
(606)	Oak Grove Rd	1.40	320	R								NA			NA		08/13/200
$\overline{}$					To:		Prince Ge	eorge Count	y Line								
					From:		26-60	)4 Halifax R	ld								
(607)	Butler Branch Rd	1.50	250	R								NA			NA		08/13/200
$\overline{}$					To:		Prince Ge	eorge Count	y Line								
$\overline{}$					From:			US 460									
(608)		0.46	130	R	_							NA			NA		09/26/200
					To-			26-622									
				_	From:		Brunswi	ick County	Line								
609		0.80	190	R								NA			NA		10/03/200
			-		From:			26-687									
609		3.40	160	R								NA			NA		10/03/200
$\overline{}$					To: From:			26-616 12-616									
600		0.70	190	R				12-010				NA			NA		10/03/200
609		3.70	.50	••	т			CD 40									. 5. 55. 250
(a)		2 20	120	R	From:			SR 40				NA			NA		10/03/200
609		2.30	130	ĸ	To:		26.6	519 SOUTH				INA			INA		10/03/200
					From:			519 SOUTH									
		1.60	100	R	-							NA			NA		10/03/200
(609)					To:			26-664		——ı							
609																	
(609) (609)	·	2.90	340	R	From:			20-004				NA			NA		1995

					Din	middie M	aıntena	nce Area	3							
Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:			( (2)									
(609)	2.20	350	F	89%	1%	5%	6-626 1%	4%	0%	С	0.099	F	0.583	360	F	2002
(009)				To			6-670									
				From:		Brunswich	k County	Line								
610	1.40	160	F	94%	3%	2%	0%	1%	0%	С	0.126	F	0.632	160	F	2002
				To: From:			SR 40		-							
(610) Old White Oak Rd	0.50	180	F	94%	3%	2%	0%	1%	0%	F	0.157	F	0.686	180	F	2002
				To: From:		26-650 L	ew Jones 6-650	s Rd								
610)	0.20	220	R	<u> </u>							NA			NA		10/03/2002
				To: From:		2	6-701		1							
610)	2.40	180	R	r tom.							NA			NA		10/03/2002
				To:		2	6-651									
610	1.40	100	R	110							NA			NA		10/03/2002
				From:		2	6-644		-							
610)	1.20	300	R								NA			NA		10/03/2002
				To: From:		2	6-645									
610	2.30	220	R								NA			NA		10/03/2002
				To: From:		2	6-622		-							
610	0.90	210	R	_							NA			NA		10/03/2002
				To:			6-613									
William Dd	2.44	460	_	From:	00/	26-627 C			00/	0	0.005	F	0.571	460	_	2002
(611) Wilkinson Rd	3.44	460	F	95%	0%	4%	0%	1%	0%	С	0.085	Г	0.571	460	F	2002
	4.00	400		From:	00/		6-645	40/	00/		0.424		0.574	400		2002
611)	1.82	160	F	95%	0%	4%	0%	1%	0%	F	0.131	F	0.571	160	F	2002
	2.25	470		From:	00/		6-613	10/	00/		0.116	F	0.55	170	F	2002
611)	3.25	170	F	95%	0%	4%	0%	1%	0%	F	0.116	Г	0.55	170	Г	2002
(i)	0.15	1100	R	From:		U	S 460				NA			NA		10/03/2002
611)	0.15	1100	K	To:		26-751	S; 26-75	52			INA			INA		10/03/2002
				From:			N; 26-7									
611)	0.92	920	R								NA			NA		10/03/2002
				From:		2	6-731		-							
611)	0.79	380	R								NA			NA		10/03/2002
				From:		2	6-723		-							
611)	0.99	280	R								NA			NA		10/03/2002
	0.00			From:		2	6-624									40,000,0000
(611)	3.08	390	R	To:		26-71	08 EAST				NA			NA		10/03/2002
				From:			08 WEST									
611)	0.36	260	R								NA			NA		10/03/2002
				From:		2	6-747									
611)	1.45	200	R								NA			NA		10/03/2002
				To:			6-623									
612) Harpers Bridge Rd	0.10	220	_	From:	10/	Brunswick			00/	_	0.105	F	0.604	220	F	2002
612) Harpers Bridge Rd	0.10	220	F	94%	1%	5%	0%	0%	0%	F	0.103	Г	0.694	220	Г	2002
	0.77	360	F	From: 94%	1%	5%	6-638 0%	0%	0%	С	0.131	F	0.667	360	F	2002
612	0.11	300	Г	94 70 To:	1 /0		SR 40	U /0	0 /0	C	0.131	1	0.007	300		2002
				From:		Brunswic		Line								
613)	1.12	190	R	1				-			NA			NA		10/04/2002
				To:		2	6-638									
613)	1.92	200	R	From:							NA			NA		10/04/2002
				To:		2	6-651									

Route	Lenath	AADT	QA	4Tire	Bus	Tru	uck		QC	Peak	QK	Dir	AAWDT	QW	Year
Dinwiddie County			<b>4</b> 7			2Axle 3+Axle	1Trail	2Trail		Hour	٠.\ 	Factor		Q,11	. Juli
$\sim$	1.82	160	R	From:		26-651				NA			NA		10/04/2002
(613)	1.02	100		To		SR 40 WEST				11/7			IN/A		10/07/2002
				From:		SR 40 EAST									
(613)	7.37	210	F	95%	0%	4% 0%	1%	0%	С	0.173	F	0.814	210	F	2002
$\overline{}$	0.02	200		From:	00/	26-622	40/	-00/		0.400		0.000	200		2002
613	0.93	280	F	95%	0%	4% 0%	1%	0%	F	0.126	F	0.639	280	F	2002
(40)	1.13	290	R	From:		26-646				NA			NA		10/04/2002
613)	1.10	200		To:		26 624 WEST				147 (			147.		10/04/2002
613)	1.93	440	R	From:		26-624 WEST				NA			NA		10/04/2002
0.0				To:		26-611		1							
613)	3.27	440	R	From:		20-011				NA			NA		10/04/2002
				To:		26-627; 26-645	5								
(613) White Oak Rd	1.38	360	R	From:						NA			NA		10/04/2002
				To:		26-628 Tranquility	Lane								
(613) White Oak Rd	1.26	590	R	rioin.						NA			NA		10/04/2002
				To: From:		26-661 Boisseau	Rd	-							
(613) White Oak Rd	1.77	1400	F	95%	0%	4% 0%	1%	0%	F	0.111	F	0.516	1400	F	2002
				From:		26-631 Claiborne									
(613) White Oak Rd	1.71	1200	F	95% To:	0%	4% 0%	1%	0%	F	0.096	F	0.676	1300	F	2002
				From:		US 1 N; Boydton Pla US 1 S; Boydton Pla									
(613) Dabney Mill Rd	1.70	770	F	95%	2%	3% 1%	0%	0%	С	0.103	F	0.726	770	F	2002
				To: From:		26-758 Steers R	.d								
(613) Dabney Mill Rd	1.22	370	F	95%	2%	3% 1%	0%	0%	F	0.129	F	0.68	370	F	2002
				To: From:		26-670 WEST; Dunc 26-670 WEST	can Rd								
(613) Dabney Mill Rd	0.51	450	F	95%	2%	3% 1%	0%	0%	F	0.1	F	0.576	450	F	2002
(10)				To:		26-670 EAST									
(613) Squirrel Level Rd	1.43	240	F	95%	2%	3% 1%	0%	0%	F	0.118	F	0.533	240	F	2002
				To: From:		26-742 Plantation	Rd								
(613) Squirrel Level Rd	0.86	360	F	95%	2%	3% 1%	0%	0%	F	0.099	F	0.541	360	F	2002
				To: From:		26-1120 Tanglewoo	od Rd	-							
613) Squirrel Level Rd	1.39	940	F	95%	2%	3% 1%	0%	0%	F	0.1	F	0.697	940	F	2002
				To: From:		26-741 Fort Emery		-							
(613) Squirrel Level Rd	0.43	1100	F	95%	2%	3% 1%	0%	0%	F	0.099	F	0.647	1100	F	2002
<u> </u>				To: From:		26-672 Church F									
613) Squirrel Level Rd	0.56	800	F	95%	2%	3% 1%	0%	0%	F	0.094	F	0.601	800	F	2002
O continued to contract	4.00	0.40		From:	00/	26-676 Flank R		00/		0.440		0.500	0.40		0000
613) Squirrel Level Rd	1.03	840	F	95% To:	2%	3% 1% SCL Petersburg	0%	0%	F	0.113	F	0.533	840	F	2002
				From:		SR 40 WEST	ь								
(614)	1.23	240	R			SR 40 WEST				NA			NA		08/14/2002
				To:		WCL McKenne	ey								
Town of McKennev															
	0.30	240	R	From:		WCL McKenne	y			NA			NA		08/14/2002
(614)	0.50	2-10	1	To:		SR 40 EAST				IVA			INA		00/14/2002
Dinwiddie County															
			_	From:		Dead End	_							•	
(615)	0.41	20	R							NA			NA		08/14/2002
Dive Tester Dd	0.04	400		From:		0.41 M FRM Dead	End			N: A			NIA.		00/44/0000
615) Blue Tartan Rd	0.91	120	R	To:		FR-81				NA			NA		08/14/2002
						1 IV-01									

Route	Length	AADT	QA	4Tire	Bus		Truc	k		- QC	Peak	QK	Dir	AAWDT	QW	Year
Dinwiddie County				From:			3+Axle		21 rail		Hour		Factor			
616	2.20	80	R	From:		Sussex C	County Line	<del>:</del>			NA			NA		10/04/2002
	1.90	70	R	To: From:		26	5-617				NA			NA		10/04/2002
616				To		26	-609									
$\bigcirc$	4.50	400	_	From:		26	-616									10/01/000
617	1.50	430	R	To:		26-619	9 WEST				NA			NA		10/04/200
$\widehat{}$				From:			9 EAST									
617)	1.70	340	R	To:		26					NA			NA		10/04/200
				From:			5-665									
618) Halligan Park Rd	1.20	280	R			Sussex C	County Line	:			NA			NA		10/04/200
010				To:		26-666	Baugh Rd		1.							
618) Halligan Park Rd	2.82	590	R	From:		20-000	Daugh Ru				NA			NA		10/04/200
				To:		26-703	Carson Rd									
				From:			County Line									
619	3.59	440	F	95%	1%	2%	1%	1%	0%	F	0.122	F	0.582	440	F	2002
				From:			R 40									
619 Courthouse Rd	7.13	460	F	95%	1%	2%	1%	1%	0%	F	0.082	F	0.825	460	F	2002
	0.05	4000		From:		26-650 Hawl					0.400		0.000	1000		2000
619 Courthouse Rd	0.85	1200	F	95%	1%	2%	1%	1%	0%	F	0.106	F	0.630	1200	F	2002
Courthouse Dd	1.06	4400		From:	10/		Flatfoot Rd		00/		0.100		0.624	1100		2002
(619) Courthouse Rd	1.06	1100	F	95%	1%	2%	1%	1%	0%	F	0.108	F	0.631	1100	F	2002
619) Courthouse Rd	0.25	1500	F	From: 95%	1%	26-679 I 2%	Lundys Rd 1%	1%	0%	F	0.103	F	0.666	1500	F	2002
619 Courthouse Rd	0.23	1500	Г	95 /0	1 /0				0 /0	,	0.103		0.000	1300		2002
(619) Courthouse Rd	0.59	1400	F	From: 95%	1%	26-1414 2%	Bishop Rd 1%	1%	0%	С	0.100	F	0.628	1400	F	2002
619 Courtiouse rea	0.00	1400	•	To:	170		JS 1	1 70	070	O	0.100	•	0.020	1400	•	2002
				From:			-639									
(620)	1.20	80	R						<u>.</u>		NA			NA		10/04/200
				To: From:			2 WEST									
(620)	1.80	430	R			26-64	2 EAST				NA			NA		10/04/2002
(620)				To:		US 46	0 WEST									
	4.00	40	_	From:		US 46	0 EAST				NI A			NIA		40/04/000
620	1.90	40	R	To:		Dea	nd End				NA			NA		10/04/2002
				From:			S 460									
621)	1.60	280	R	<u> </u>		0.0	3 400				NA			NA		1999
				To:		1.60 M	N US 460									
621)	0.40	410	R	From:							NA			NA		09/26/2002
				To:		Dea	nd End									
				From:		26	-650									
622	1.60	60	R								NA			NA		10/04/2002
				From:		26	-647									101011000
622	3.70	60	R								NA			NA		10/04/2002
	0.00	00		From:		26	-610				NIA			NIA		10/04/2020
622	0.80	90	R	To:		26-613	3 WEST				NA			NA		10/04/2002
				From:			3 EAST									
622	3.50	680	R								0.095	F	0.627	NA		10/04/2002
				From:		US 460	0; 26-602									
622	1.66	330	R	. —							NA			NA		10/04/2002
				To		26	-694									

					יוווט	widdle Mairteriance	Aica								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:		26-694		1							
622	2.10	980	R			20-074				NA			NA		10/04/200
				To:		Amelia County Line									
				From:		Amelia County Line		Ī							
623	2.00	450	R							NA			NA		10/04/2002
				To: From:		26-611		-							
623 Sutherland Rd	3.28	760	R							NA			NA		10/04/2002
				To: From:		26-750 Oxford Rd		-							
623) Sutherland Rd	0.62	1600	R							NA			NA		10/04/200
				To: From:		26-708 Namozine Rd		-							
623) Station Rd	0.42	430	R							NA			NA		10/04/200
				To: From:		26-760 Southerland Av	/e	-							
623) Station Rd	0.68	380	R							NA			NA		10/04/200
				To:		US 460 Cox Rd									
				From:		26-645									
(624)	2.60	180	R	Tai		26 612 WEST		1		NA			NA		10/04/2002
				From:		26-613 WEST 26-613 EAST									
624	3.80	590	R							NA			NA		10/04/2002
				To:		US 460; FR-806									
624)	6.00	500	R	From:		00 100, 111 000				NA			NA		10/04/2002
<u></u>				To:		26-611									
				From:		US 460									
625)	3.52	340	R							NA			NA		10/04/200
				To-		Amelia County Line									
$\bigcirc$				From:		SR 40									
(626) Flatfoot Rd	5.67	190	F	96%	1%	2% 1%	1%	0%	F	0.116	F	0.712	190	F	2002
				To: From:		26-609 Old Stage Rd									
(626) Flatfoot Rd	4.09	420	F	96%	1%	2% 1%	1%	0%	F	0.094	F	0.855	420	F	2002
				To: From:		26-1410 Allen Dr		-							
626) Flatfoot Rd	0.43	1000	F	96%	1%		1%	0%	С	0.100	F	0.604	1000	F	2002
				To:		26-619 Courthouse Ro	1								
<u> </u>				From:		US 1 Boydton Plank R									
(627) Courthouse Rd	0.90	2500	F	93%	2%	3% 0%	2%	0%	С	0.147	F	0.588	2500	F	2002
				From:		26-611 Wilkinson Rd									
(627) Courthouse Rd	1.40	2100	F	93%	2%	3% 0%	2%	0%	F	0.168	F	0.714	2100	F	2002
				To: From:		26-661 Boisseau Rd		-							
(627) Courthouse Rd	2.81	1300	R							NA			NA		10/04/2002
				To: From:		26-613; 26-645		-							
627	2.61	1100	R							NA			NA		10/04/2002
				From:		US 460		-							
(627)	0.80	540	R							NA			NA		10/04/2002
				To: From:		26-751 EAST									
(627)	2.20	460	R			26-751 WEST				NA			NA		10/04/2002
(627)	2.20	400	•	To:		26-611		1		147 (			14/ (		10/0-1/2002
				From-		Dead End									
(628) Tranquility Lane	0.33	70	R	<u> </u>						NA			NA		09/26/2002
				To:		26-613 White Oak Rd		L							
(628) Tranquility Lane	3.10	60	R	From:		20-015 WHILE Oak Ku	<del></del>			NA			NA	· <u> </u>	09/26/2002
020)				To		26 600 D-1 (D1									
(628) Tranquility Lane	0.87	360	R	From:		26-689 Bobcat Rd				NA			NA		09/26/2002
628 Tranquility Lane	0.07	330	11							14/7			INA		3312012002
(628) Tranquility Lane	0.70	490	R	From:		26-756 Slates Rd				NA			NA		00/26/2001
(628) Tranquility Lane	0.70	480	ĸ	To:		US 460 New Cox Rd				INA			INA		09/26/2002
						OB TOU INCW COX Ka									

					DII	nwiddie Maintenai	ice Area	a							
Route	Length	AADT	QA	4Tire	Bus	Tr			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County															
Tranquility Lang	0.09	1300	R	From:		US 460 New Cox	Rd			NA			NA		09/26/200
628) Tranquility Lane	0.09	1300	K	To:		26-751 Cox Ro	i			INA			INA		09/20/200
				From:		26-627		1							
629	0.93	260	R	-						NA			NA		09/26/200
				To: From:		26-689									
629	0.25	20	R							NA			NA		09/26/200
				To:		Dead End									
	0.30	330	R	From:		Sussex County L	ine			NA			NA		09/26/200
630	0.50	330		To:		SR 40				INA			14/5		03/20/200
				From:		26-613 White Oak	Rd								
631) Claiborne Rd	2.70	780	R							NA			NA		08/14/200
				To: From:		26-690 Harris R	.d								
631) Claiborne Rd	0.80	1100	R							NA			NA		08/14/200
				To:		US 460; 26-70									
632) Butterwood Rd	3.00	420	R	From:		26-631 Claiborne	Rd			NA			NA		08/14/200
632) Butterwood Rd	0.00	720		To		US 460 EAST	,			INA			14/5		00/14/200
O 01 - D	4.00			From:	407	US 460 WEST		20/			_		4000		
632) Olgers Dr	1.20	1700	F	94%	1%	3% 1% 26-601 River R	2%	0%	С	0.096	F	0.633	1800	F	2002
				From:		SR 226 WEST									
633)	0.50	120	R	<u> </u>		3R 220 WEST				NA			NA		08/14/200
				To:		SR 226 EAST									
$\widehat{}$				From:		US 1									
634	0.25	280	R	To:		D. IE I				NA			NA		08/14/200
				From:		Dead End									
635	0.40	190	R			Dead End				NA			NA		10/05/200
033)				To:		SR 40									
				From:		Dead End		J							
636) Rocky Branch Rd	0.27	80	R	т		110 460 G . B	,			NA			NA		08/14/200
				From:		US 460 Cox R	1								
(637)	0.49	130	R	r roin.		26-645				NA			NA		10/04/200
(037)				To:		Dead End									
_				From:		26-613									
(638)	2.00	260	R							NA			NA		10/04/200
				From:		26-702									
638)	1.20	240	R	To:		26.612				NA			NA		10/04/200
				From:		26-612	r :								
639	0.90	280	R	110.11.		Nottoway County	Line			NA			NA		10/04/200
(039)				To:		US 460 WEST									
	1.00	240	ь	From:		US 460 EAST	•			NΙΛ			NΙΔ		10/04/200
639	1.98	310	R	H						NA			NA		10/04/200
(20)	0.20	240	F	From: 91%	0%	26-642 WEST 6% 1%	2%	0%	С	0.106	F	0.539	240	F	2002
639	0.20	4 <del>4</del> 0	Г	9 1 70 To:	0 /0	26; 642 EAST		0 /0	U	0.100	1	0.008	240		2002
$\bigcirc$				From:		26-642 EAST									
639	1.60	260	R							NA			NA		10/04/200
		0.15		From:		26-620	_	-							40/0:/05
639	1.40	310	R	To:		26-613		1		NA			NA		10/04/200
						20-013									

					Din	widdie Maintenan	ce Area	<u> </u>							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County								-							
640	1.40	190	R	From:		US 460				NA			NA		10/04/2002
(640)	1.40	130	IX.	To		Nottoway County L	ine			INA			INA		10/04/2002
				From:		US 1 Boydton Plank									
(641) Airport Rd	0.55	190	R			CS 1 Doyaton 1 min	· ru			NA			NA		08/14/2002
				To:		Dead End									
				From:		US 460									
642	1.82	340	F	88%	0%	4% 1%	6%	0%	С	0.089	F	0.546	340	F	2002
642)	0.60	200	F	From: 88%	0%	26-643 4% 1%	6%	0%	F	0.107	F	0.633	200	F	2002
				To: From:		26-639 WEST									
(m)	2.00	170	F	88%	0%	26-639 EAST 4% 1%	6%	0%	F	0.118	F	0.522	170	F	2002
642	2.00	170	•	0070	0 70		0 70	0 70	'	0.110	•	0.522	170	'	2002
642)	2.40	140	F	From: 88%	0%	26-620 EAST 4% 1%	6%	0%	F	0.133	F	0.6	140	F	2002
642	2.40	140	•	00 /0	070		070	0 70	'	0.100	•	0.0	140		2002
(642)	1.52	90	R	From:		26-613				NA			NA		10/04/2002
642	1.02	•	•••	To:		1.52 ME 26.612							147		10/0 1/2002
642)	0.83	70	R	From:		1.52 ME 26-613	1			NA			NA		1999
642	0.00	70		To		26-644				147 (			147 (		1000
				From:		SR 40									
(643)	3.20	290	R							NA			NA		10/04/2002
				To:		26-642									
Town of McKennev															
	0.00	000	_	From:	00/	SR 40	00/	00/	_	0.447	_	0.500	000	_	0000
(644)	0.20	630	F	93% To:	2%	3% 0%  NCL McKenny	2%	0%	F	0.117	F	0.520	630	F	2002
D::11:- Ct				<u> </u>		IVEE WERCHIN									
Dinwiddie County				From:		NCL McKenny									
(644)	1.92	550	F	93%	2%	3% 0%	2%	0%	С	0.112	F	0.636	550	F	2002
				To: From:		26-650									
644)	2.50	400	R							NA			NA		10/04/2002
				To: From:		26-610									
(644)	2.50	110	R							NA			NA		10/04/2002
				To: From:		26-642									
(644)	2.50	100	R							NA			NA		10/04/2002
				To:		SR 40									
	4.40	400	_	From:		26-610									10/04/0000
645)	1.40	100	R							NA			NA		10/04/2002
	1.00		_	From:		26-622									10/04/0000
645	1.80	360	R	To		26-646 WEST		1		NA			NA		10/04/2002
				From:		26-646 EAST									
645)	1.60	220	R							NA			NA		10/04/2002
				To: From:		26-738									
645)	0.70	360	R							NA			NA		10/04/2002
				To: From:		26-637									
645)	0.70	370	R							NA			NA		10/04/2002
				To: From:		26-715									
645)	1.10	390	R	. ront.						NA			NA		10/04/2002
				To: From:		26-611									
645)	2.50	620	R	riom:						NA			NA		10/04/2002
$\overline{}$				To:	_	26-613; 26-627	_								

					וווט	widule Mairiteria	ance Are	а							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			-0C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:		US 1									
646	6.00	270	F	89%	3%	3% 1%	4%	0%	С	0.150	F	0.525	270	F	2002
646)	0.00	•	-	To	0,0	26-613	.,,		•	000	•	0.020		•	
				From:		26-622		i							
647)	1.00	60	R	<u>.                                    </u>						NA			NA		10/04/200
				To:		26-648									
647)	1.60	120	R	From:		20-048				NA			NA		10/04/200
041)				To:		26-646 SOUT	Ή								
				From:		26-646 NORT	Ή								
647)	2.24	260	R							NA			NA		10/04/200
				To: From:		26-738									
(647)	1.92	660	R							NA			NA		10/04/200
				To:		26-656									
Nach Dd	0.04	700	_	From:		26-656 Gatewoo	d Rd			NIA			NIA		40/04/000
647 Nash Rd	0.94	780	R	To:		US 1				NA			NA		10/04/200
				From:											
	1 50	440	ь	From:		26-650				NIA			NIA		10/04/200
648)	1.50	140	R	To:		26-647				NA			NA		10/04/200
				From:											
	0.50	40	R	From:		US 1				NA			NA		10/04/200
649	0.50	40	K	To:		26-650				INA			INA		10/04/200
				From:											
	1.60	60	F	95%	1%	26-610 4% 0%	0%	0%	F	0.152	F	0.556	60	F	2002
650	1.00	00		93 /0 To:		651 WEST Mason			'	0.132	'	0.550	00		2002
				From:	20-	26-651 WES									
650	1.10	300	F	95%	1%	4% 0%	0%	0%	F	0.117	F	0.618	300	F	2002
				To		26-644									
650	1.60	400	F	95%	1%	4% 0%	0%	0%	F	0.106	F	0.716	400	F	2002
650				т											
<u></u>	0.80	390	F	From: 95%	1%	26-622 4% 0%	0%	0%	F	0.106	F	0.642	400	F	2002
650	0.00	390		95 /6	1 /0		0 70	0 76	'	0.100	'	0.042	400		2002
	0.50	4=0		From:	40/	26-648	00/		_	0.450	_	0.055	470	_	0000
650	2.50	470	F	95%	1%	4% 0%	0%	0%	С	0.150	F	0.855	470	F	2002
				From:		US 1 South US 1 North									
(650)	0.15	1300	F	92%	0%	2% 0%	5%	0%	С	0.104	F	0.504	1300	F	2002
030				т.,											
	0.55	1300	F	From: 95%	1%	26-709 4% 0%	0%	0%	F	0.084	F	0.606	1300	F	2002
650	0.55	1300	•	33 /0	1 /0			0 70	'	0.004	'	0.000	1300	'	2002
$\bigcirc$	4.40	000		From:	00/	I-85 RAMP		-00/		0.440		0.504	0.40		0000
650	1.43	330	F	97%	2%	1% 0%	0%	0%	С	0.113	F	0.564	340	F	2002
				To: From:		26-656 West		-							
650	2.20	220	F	97%	2%	1% 0%	0%	0%	F	0.116	F	0.667	220	F	2002
				To:		26-619									
				From:		26-613									
(651)	2.40	210	R							NA			NA		08/27/2002
				To: From:		SR 40 WEST	Γ								
(651)	1.80	240	R							NA			NA		1995
				To:		26-610									
(651)	2.25	210	R	From:						NA			NA		08/27/2002
				To		26-650 WES	Γ								
$\bigcirc$				From:		26-650 EAS									
651)	1.58	420	R							NA			NA		08/27/2002
				To: From:		SR 40 EAST									
(651)	1.27	200	R							NA			NA		08/27/2002
				To:		Dead End									
						-									-

					Dinwiddie Maintenance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC Pea	(.)	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv				From:	26-644						
(652)	1.56	350	R		26-644	N/			NA		08/27/2002
(652)	1.00		• • •	To-	US 1		•		147		00/21/200/
				From:	26-703						
653	0.16	210	R			N/	١		NA		10/04/200
				To:	Dead End						
_				From:	26-687 SOUTH						
654	3.02	390	R			N/	١.		NA		10/04/200
				To:	26-687 NORTH						
654	0.20	120	R	110111.		N/	١		NA		10/04/200
				To:	SR 40						
_				From:	Dead End						
655)	0.58	90	R			N/	١.		NA		10/04/200
				To-	US 1						
$\widehat{}$				From:	26-709						
(656)	1.20	90	R			N/	١		NA		10/04/200
				From:	26-658						
(656) Eppes Rd	1.20	280	R			N/	١		NA		10/04/200
				To: From:	26-650 W; Hamilton Arms Rd						
656) Gatewood Rd	2.55	490	R	r toin.	26-650 E; Hawkins Church Rd	N/			NA		10/04/200
(656) Gatewood Rd	2.55	490	K	To	US 1 SOUTH	INF	`		INA		10/04/200
				From:	US 1 NORTH						
656) Gatewood Rd	0.90	120	R			N/	١		NA		10/04/200
				To-	26-647 Nash Rd						
				From:	US 1						
(657)	2.10	380	R			N/	١		NA		10/04/200
				To:	26-647						
				From:	26-709						
(658)	1.61	320	R			N/	١.		NA		10/04/200
				To: From:	26-656						
(658)	2.70	110	R		•	N/	١		NA		10/04/200
				To:	26-619						
				From:	26-665						
(659)	0.90	230	R			N/	١.		NA		10/04/2002
				From:	SR 40						
(659)	1.50	260	R			N/	١		NA		10/04/200
				To: From:	26-736						
(659)	1.40	240	R	rioin.		N/	١		NA		10/04/200
				To:	26-619						
				From:	26-619 Courthouse Rd						
(660) Hardiways Mill Rd	1.89	1100	R			N/	١		NA		08/15/200
				To: From:	26-703 Carson Rd						
(660) Old Vaughan Rd	1.20	390	R	From:		N/	١		NA		08/15/200
				To:	26-605 WEST						
Ouglass Dal	0.40	400	_	From:	26-605 EAST				A.I.A		00/45/222
660 Quaker Rd	2.40	420	R	_		N/	١.		NA		08/15/2002
<u> </u>				From:	26-704 Blackwell Rd						0011-11
(660) Quaker Rd	1.20	660	R	_T	1701.0	N/	١.		NA		08/15/2002
				To:	US 1 Boydton Plank Rd						
	• • •	-	_	From:	26-627 Courthouse Rd			C == :		_	225=
(661) Boisseau Rd	2.40	620	F	95%	2% 2% 0% 0% 0%	C 0.18	81 F	0.591	620	F	2002
~				To:	26-613 White Oak Rd						
$\overline{}$		-	_	From:	26-617	• • •					10/01/05
(662)	1.20	60	R	To:	26.610	N/	١.		NA		10/04/2002
				10.	26-619						

					nwiddie Maintenance Are	,u							
Route	Length	AADT	QA	4Tire	Truck 2Axle 3+Axle 1Trai		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:	26-659	1							
(663)	1.20	40	R	<u> </u>	20-039			NA			NA		10/04/200
0009				To	26-665								
				From:	Dead End								
664)	1.20	20	R		• • • • • • • • • • • • • • • • • • • •			NA			NA		10/04/200
				To: From:	26-609								
(CCF)	0.70	210	R	riom.	Sussex County Line			NA			NA		10/15/200
665	0.70			To:	26 617								10/10/200
665)	2.35	490	R	From:	26-617			NA			NA		10/15/200
0009				To:	SR 40								
665)	1.44	520	R	From:	510 40			NA			NA		10/15/200
				To:	26-728								
665	2.76	230	R	From:	20 / 20			NA			NA		10/15/200
				To	26-626	-							
665	0.70	360	R	rioni.				NA			NA		10/15/200
				To: From:	26-681	ļ.							
665	0.40	40	R					NA			NA		10/15/200
				To:	Dead End								
O Bassalt Bal	4.00	00	_	From:	26-626 Flatfoot Rd			N.1.A			NIA		40/45/00
666 Baugh Rd	1.20	60	R					NA			NA		10/15/200
666) Baugh Rd	4.20	260	R	From:	26-670 Shady Lane			NA			NA		10/15/200
666 Baugh Rd	4.20	200	K	To:	26-618 Halligan Park Rd			INA			INA		10/13/200
				From:	26-666 Baugh Rd	<u>.</u>							
667) Malones Rd	3.20	180	R					NA			NA		10/15/200
				To:	26-703 Carson Rd								
O				From:	26-703 Carson Rd								
668 Brick Rd	1.90	390	R	To:	26 604 H-1:5 D-1	1		NA			NA		08/13/200
				From:	26-604 Halifax Rd								
669)	3.30	530	R		26-605			NA			NA		08/13/200
009				To:	26-604								
				From:	26-666 Baugh Rd								
670) Shady Lane	1.82	210	R					NA			NA		10/15/200
				To: From:	1.82 MN 26-666								
670) Shady Lane	0.04	110	R					NA			NA		10/15/200
<u> </u>				To: From:	26-682 Ole Bole Rd	-							
670) Shady Lane	0.10	230	R					NA			NA		10/15/200
	^ ==		_	From:	26-688 Sawmill Rd								40/45/00
670 Shady Lane	0.77	290	R					NA			NA		10/15/200
Old Ctoro Dd	4.45	500	_	From:	26-609 Old Stage Rd	00/		0.405		0.500	500		2002
670 Old Stage Rd	1.45	500	F	96%	2% 0% 1%	0%	F	0.105	F	0.593	500	F	2002
670) Old Stage Rd	2.51	320		From: OG 0/-	26-703 Carson Rd 2% 0% 1%	0%	F	0.098	F	0.6	320	F	2002
670) Old Stage Rd	١ ت. ٢	320	F	96% To:	2% 0% 1% 26-605 West	0%		0.090	1-	0.0	320		2002
$\widehat{}$				From:	26-605 EAST								
(670) Duncan Rd	2.29	750	F	96% To:	2% 0% 1%	0%	F	0.087	F	0.593	750	F	2002
				From:	26-613 SOUTH 26-613 NORTH								
(670) Duncan Rd	2.07	500	F	96%	2% 0% 1%	0%	F	0.105	F	0.5	500	F	2002
				To: From:	26-673 Smith Grove Rd								
(670) Duncan Rd	1.21	810	F	96%	2% 0% 1%	0%	F	0.088	F	0.705	810	F	2002
				To:	1.21 MN 26-673								

					Din	widdie Maintena	nce Area	a							
Route	Length	AADT	QA	4Tire	Bus	Trı 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:				-							
670) Duncan Rd	1.51	1300	F	96%	0%	1.21 M FRM 26-0 2% 0% US 1 Boydton Plan	1%	0%	С	0.097	F	0.544	1300	F	2002
				From:		Dead End		1							
(671)	0.40	120	R							NA			NA		08/15/2002
				To:		US 1									
$\bigcirc$				From:		26-613 Squirrel Lev									
672 Church Rd	1.49	600	F	94%	1%	4% 1%	0%	0%	F	0.093	F	0.569	600	F	2002
672) Church Rd	0.58	810	F	From: 94%	1%	1.49 M FRM 26-4 4% 1%	613 0%	0%	С	0.086	F	0.595	860	F	2002
				To: From:		26-603 Weakley									
(672) Weakley Rd	0.27	810	F	96%	0%	3% 0%	0%	0%	F	0.106	F	0.529	860	F	2002
(672) Weakley Rd	0.19	720	F	From: 96%	0%	26-1371 Hazel A 3% 0%	0%	0%	С	0.101	F	0.5	760	F	2002
(672) Weakley Rd	0.19	720	'	30 /0 To:	070	SR 142 Simpson		070	C	0.101	'	0.5	700	'	2002
				From:		26-670 Duncan I	Rd								
673) Smith Grove Rd	1.77	430	R							NA			NA		08/15/2002
				To:		26-613 Squirrel Lev	el Rd								
	1.57	140	R	From:		26-613				NA			NA		08/15/2002
(674)	1.57	140	K	_				1		INA			INA		00/13/2002
	0.37	180	R	From:		1.57 MN 26-61	3			NA			NA		08/15/2002
674)	0.37	100	ĸ	To:		26-670				INA			NA		06/15/2002
				From:		26-670 Duncan I	Dd								
(675) Vaughan Rd	3.74	630	F	95%	1%	3% 1%	1%	0%	F	0.091	F	0.582	630	F	2002
				To: From:		26-741 Fort Emory	y Rd								
(675) Vaughan Rd	0.90	1100	F	95%	1%	3% 1%	1%	0%	С	0.085	F	0.704	1100	F	2002
				To: From:		26-676 Flank R	.d								
(675) Vaughan Rd	0.94	740	F	95 <u>%</u>	1%	3% 1%	1%	0%	F	0.099	F	0.736	780	F	2002
				To:		SCL Petersbur									
	0.00	440	_	From:		26-613 Squirrel Lev	el Rd								00/44/0000
676 Flank Rd	0.80	440	R	To:		26-675 Vaughan	Dd	1		NA			NA		08/14/2002
				From:		26-604 Halifax I									
(677) Carson Dr	0.80	880	F	97%	0%	2% 0%	1%	0%	С	0.118	F	0.842	940	F	2002
				To:		SR 345; 74-608									
Crain Dr	4.00	00	_	From:		26-605 Ellington	Rd			NIA			NIA		00/40/0000
678 Spain Dr	1.00	60	R	To:		26-606 Oak Grove	- Rd			NA			NA		08/13/2002
				From:		Dead End	, Ru								
(679)	1.45	210	R			Dead Elid				NA			NA		10/15/2002
019				To:		26-660									
				From:		26-681		1							
680	2.01	260	R							NA			NA		10/15/2002
_				To: From:		2.01 ME 26-61	8	}							
680	1.19	140	R							NA			NA		1999
				To:		26-618									
	4.00	200	_	From:		Sussex County L	ine		· <u> </u>	NI A		_	NIA		10/15/2002
(681)	1.80	390	R	To:		26-665				NA			NA		10/15/2002
				From:			Dd								
(682) Ole Bole Rd	0.70	100	R	<u> </u>		26-609 Old Stage	NU			NA			NA		10/15/2002
002				To:		26-670 Shady La	ine	1							
<del></del>															

					Diriwiddle Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tr	rail	QC Peak QC Hour Q	Dir K Factor	AAWDT	QW Year
Dinwiddie County				From:						
683	0.45	140	R	Tions.	26-651		NA		NA	10/15/2002
_	0.00		_	To: From:	26-707		A.I.A.		NIA.	40/45/000
683	0.60	90	R				NA		NA	10/15/200
(683)	0.20	90	R	From:	0.60 MN 26-707		NA		NA	10/15/200
000)				To:	Dead End					
<u> </u>				From:	Dead End					
684) Airpark Dr	0.56	620	R	To:	US 460; 26-9921		NA		NA	08/14/200
				From:	Dead End	1				
685)	0.16	80	R		D vid End		NA		NA	08/14/200
				To:	US 1					
0 3 31 0 1	0.00		_	From:	26-673 Smith Grove Rd					40/45/000
686 Smith Grove Lane	0.20	9	R	To:	Dead End	_	NA		NA	10/15/200
				From:	26-609					
687)	0.10	80	R	<u> </u>	20-009		NA		NA	10/15/200
(60)				To:	26-654 SOUTH					
687	1.54	180	R	From:			NA		NA	10/15/200
				To: From:	1.54 MN 26-654 S	$\neg$				
687	1.06	190	R	rioni.			NA		NA	10/15/200
				To: From:	26-696	$\Box$				
687)	1.62	140	R	_			NA		NA	10/15/200
				To:	SR 40					
688) Sawmill Rd	0.85	220	R	From:	26-670 Shady Lane		NA		NA	10/15/200
688 Sawmill Rd	0.00	220	IX.	Tai	26 505 F. D. J. D.	_	INA		INA	10/13/200
688) Sawmill Rd	1.28	48	R	From:	26-705 Fox Branch Rd		NA		NA	08/15/200
688 Sawmill Rd	1.20	.0	••	To:	1.20 ME 27.705	<b>—</b> 1	10.		10.	00/10/200
688) Sawmill Rd	0.27	60	R	From:	1.28 ME 26-705		NA		NA	08/15/200
000				To	26-667 Malones Rd					
				From:	26-629					
689	0.60	90	R	To:	25 (20	_	NA		NA	08/14/2002
				From:	26-628					
(690) Harris Dr	0.94	230	R	Piolii.	26-631 Claiborne Rd		NA		NA	08/14/200
(090) - 16	0.0 .			To:	Dead End					
_				From:	Dead End					
(691)	1.00	160	R	_			NA		NA	10/15/2002
				To:	SR 40					
	1.89	40	R	From:	Dead End		NA		NA	10/15/2002
692)	1.03	40	IX.	. —	an 10	_	INA		INA	10/13/2002
(602)	3.20	190	R	From:	SR 40		NA		NA	10/15/2002
692	0.20	100		To:	26-709	_	14/		147.0	10/10/2002
692	0.60	10	R	From:	ZU-/U7		NA		NA	10/15/2002
002)		-		To:	Dead End					
				From:	26-703 Carson Rd				<u> </u>	
(693) Williamson Rd	2.87	460	R			_	NA		NA	10/25/2002
				To:	26-670 Old Stage Rd					
	0.70	80	ь	From:	Dead End		NA		NA	09/26/2002
(694)	0.70	ου	R	To:	26-622		INA		INA	09/20/2002

					Din	iwiddie Maintena	ance Are	а							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:		Dead End		ĺ							
(696)	1.20	60	R	<u> </u>		Dead End				NA			NA		10/15/200
				To		26-687									
				From:		26-613									
697)	0.40	140	R	Tai		D. I.E. I		1		NA			NA		10/08/200
				From:		Dead End									
698)	1.20	200	R			26-665				NA			NA		10/15/200
000				То:		Sussex County	Line								
				From:		26-611									
699	1.89	80	R							NA			NA		09/26/200
				From:		1.89 MN 26-6	11								
699	1.41	90	R	To:		26 700		1		NA			NA		09/26/200
				From:		26-708		<u> </u>							
(700)	0.88	40	R			Dead End				NA			NA		09/26/200
(700)				To:		26-613									
700	2.57	390	R	From:		20-013				NA			NA		09/26/2002
				To-		26-622									
				From:		Dead End									
(701)	0.60	10	R	To:		26.610		1		NA			NA		10/05/200
				From:		26-610									
(702)	1.32	90	R	F10111		26-638				NA			NA		10/05/2002
(102)				To:		SR 40									
				From:		US 1 Boydton Pla	nk Rd								
(703) Carson Rd	0.13	3300	F	93%	1%	2% 1%	3%	0%	F	0.097	F	0.603	3300	F	2002
				From:		26-1403									
(703) Carson Rd	1.17	3500	F	93%	1%	2% 1%	3%	0%	С	0.093	F	0.723	3500	F	2002
<u> </u>				From:		I-85									
(703) Carson Rd	5.18	990	F	88%	2%	5% 2%	3%	0%	С	0.097	F	0.689	990	F	2002
				From:		26-670 Old Stag									
703 Carson Rd	5.97	800	F	88% To:	2%	5% 2% 26-618 Halligan P	3%	0%	F	0.103	F	0.554	800	F	2002
				From:		26-618	ark rea								
(703)	0.09	1300	F	88%	2%	5% 2%	3%	0%	F	0.096	F	0.603	1300	F	2002
				To: From:	P	Prince George Count	y Line; 7								
(704)	0.24	60	R	FIOIII.		Dead End				NA			NA		08/15/2002
(704)	0.2.			To:		26-660									00/10/200/
_				From:		26-688 Sawmill	Rd								
705) Fox Branch Rd	1.42	200	R							NA			NA		10/14/2002
				To:		26-733 Little Zio									
	0.55	150	В	From:		SR 226 WES	<u>T</u>			NA			NA		10/14/2002
706	0.55	150	R			26.727				INA			INA		10/14/2002
706)	0.15	220	R	From:		26-725				NA			NA		10/14/2002
(700)	0.10		• • • • • • • • • • • • • • • • • • • •	To		SR 226 EAS	Т								10/11/2001
				From-		26-683									
(707)	0.85	190	R							NA			NA		10/14/2002
				To:		26-651									•
$\bigcirc$	0.00	F00	_	From:	40/	Amelia County		00/		0.40-7	_	0.744	F00	_	2000
708)	0.30	590	F	91%	1%	4% 1%	3%	0%	F	0.107	F	0.711	590	F	2002
(708) Namozine Rd	5.93	1100	F	From: 91%	1%	26-746 4% 1%	3%	0%	С	0.107	F	0.861	1100	F	2002
(708) Namozine Rd	5.85	1100	r	9176 To:	1 /0	26-601 River		0 /0	C	0.107		0.001	1 100		2002
						20 001 KIYOI									

					Din	iwiddie Maintenance Are	a							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County														
(708) Namozine Rd	0.70	1800	F	91%	1%	26-601 River Rd 4% 1% 3%	0%	F	0.099	F	0.661	1900	F	2002
(708) Namozine Rd	0.70	1000	-	91 /0 To:	1 /0	US 460; 26-631	0 /0		0.099	'	0.001	1900	,	2002
				From:		26-609								
(709)	2.70	70	R						NA			NA		10/15/200
				To:		SR 40								
709	3.70	290	R						NA			NA		10/15/200
				To: From:		26-656								
(709)	1.70	390	R						NA			NA		10/15/200
				To- From:		26-658								
(709)	0.63	840	R	. —					NA			NA		10/15/200
				To:		26-650								
	0.05	•		From:		Dead End			NΙΛ			NΙΔ		00/07/200
(710)	0.85	9	R	To:		SCL McKenney			NA			NA		08/27/200
Fown of McKennev						~								
O NICKEILIEV				From:		SCL McKenney								
(710)	0.11	9	R	. —					NA			NA		08/27/200
				To		SR 40								
Dinwiddie County				From:		Dead End	1							
(711) Ridley Rd	1.30	90	R			Dead End			NA			NA		10/15/200
,				To:		26-670 Old Stage Rd								
				From:		26-703								
(712)	0.55	30	R						NA			NA		10/15/200
				To-		Dead End								
	0.54	260	_	From:		US 1			NIA			NIA		40/45/200
(713)	2.54	4 260	R	To:		26-687			NA			NA		10/15/200
				From:		US 1								
(714)	0.46	360	R			031			NA			NA		08/15/200
				To:		Dead End								
_				From:		26-645								
(715)	1.80	90	R					NA	NA			NA		10/15/200
				To:		26-613								
	0.36	50	R	From:		26-611; 26-751			NA			NA		08/20/200
(716)	0.50	30	K	To:		26-751			INA			INA		00/20/200
				From:		26-629	1							
(717)	0.50	100	R			=			NA			NA		09/26/200
				To:		Dead End								
$\bigcirc$				From:		26-601 River Rd								
718 Henshaw Rd	0.38	370	R	To:		D IF I			NA			NA		08/15/200
				From:		Dead End								
740	0.39	260	R	From:		26-601			NA			NA		08/15/200
719	0.00	200		To:		Dead End			1471			147 (		00/10/200
				From:		26-601								
720	0.15	180	R	_					NA			NA		08/15/2002
				To:		Dead End								
$\bigcirc$				From:		US 460; FR-804								
721)	0.60	160	R	To:		D. 1F 1		NA		NA		10/15/2002		
-						Dead End								
(700)	0.81	80	R	From:		26-619			NA			NA		10/15/200
722	0.01	UU	11	To:		Dead End			INA			INA		10/13/200

					Diriwiddle Mairiteriance Area						
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	QC Pe	( )	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:	26-611	1					
723	0.58	150	R		20-011	J N	A		NA		09/26/2002
(129)				To:	Dead End	]					
				From:	26-639						
724)	0.58	230	R	To:	110.460	N.	A		NA		10/15/2002
				From:	US 460	<u> </u>					
(725)	0.17	130	R		Dead End	J N	A		NA		08/15/2002
(123)				To:	26-706	1					
				From:	US 1						
726)	0.23	160	R	_		N.	A		NA		08/13/2002
				To:	Dead End						
727) Bethune Rd	0.70	420	ь.	From:	Dead End	]			NIA		10/15/200
727) Bethune Rd	0.79	120	R	To:	26-675 Vaughan Rd	N 1	4		NA		10/15/200
				From:	Dead End						
(728)	0.34	90	R	<u> </u>	Dead Liid	N.	A		NA		10/15/2002
129				To:	26-665	1					
				From:	26-661 Boisseau Rd						
(729) Spriggs Rd	0.53	90	R			N	A		NA		08/15/2002
				To:	Dead End	<u> </u>					
Williams Dd	0.00	60	ь.	From:	US 460 Cox Rd	]			NIA		00/44/2009
730 Williams Rd	0.28	60	R	To:	Dead End	N 1	4		NA		08/14/200
				From:	26-611	<u>.                                    </u>					
0.02	0.02	230	R	<u>.                                    </u>	20-011	J N	A		NA		09/26/2002
731)				To:	0.02 ME 26-611	1					
731	0.40	110	R	From:	0.02 IVIE 20*011	N.	A		NA		09/26/2002
731)				To:	Dead End						
				From:	Dead End						
732	0.60	260	R	·		N.	A		NA		09/26/2002
				To:	26-627						
	4.00	240	_	From:	26-670	]			NIA		40/45/2004
733	1.20	240	R	To:	26-703	N. 1	4		NA		10/15/2002
				From:	26-619 Courthouse Rd						
(734) Rainey Rd	3.14	220	R		20 01) Courthouse Ru	N.	A		NA		10/15/2002
				To:	26-626 Flatfoot Rd	]					
				From:	26-619 Courthouse Rd						
(735) Goose Pond Rd	1.40	60	R	. —		N.	4		NA		10/15/2002
				Tn·	Dead End						
<u></u>	0.50	60	R	From:	26-659	J N			NA		10/15/2002
736)	0.50	80	K	To:	Dead End	1	٠		INA		10/13/2002
				From:	26-665	1					
(737)	1.60	60	R		= 20 202	N	A		NA		10/15/2002
				To:	26-626						
$\sim$				From:	26-645						
738	1.33	300	R	т	20.07	N.	A		NA		10/15/2002
				10:	26-647	<u> </u>					
	1.70	420	R	From:	26-751	J N	Δ.		NA		09/26/2002
739	1.70	<del>4</del> 20	ĸ	To:	26-708	1	٦		INA		03/20/2002
				From:	26-627 Courthouse Rd	i					
740 Turkey Egg Rd	1.50	1400	R	<u> </u>	To all Commons IM	N.	A		NA		09/26/2002
				To-	US 1 Boydton Plank Rd	<u> </u>					

					Diriwiddle Mairiteriance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:	26-613	i						
741)	0.70	730	R		20 013	_	NA			NA		08/15/2002
				To-	26-675							
$\bigcirc$	0.50	040		From:	26-613		NIA			NIA		00/45/0000
742)	0.50	240	R	To:	26-675	1	NA			NA		08/15/2002
				From:	US 460							
743)	0.57	360	R			1	NA			NA		08/14/2002
				To:	26-601							
			_	From:	26-644							00/00/000
744)	0.70	70	R	To:	Dead End	1	NA			NA		09/26/2002
				From:	Dead End							
745)	0.20	70	R	<u> </u>	Delid End	1	NA			NA		09/26/2002
				To:	26-651							
				From:	26-708							
746	0.95	120	R	To:	DJEJ	1	NA			NA		09/26/2002
				From:	Dead End							
747)	0.35	8	R		26-611	1	NA			NA		09/26/2002
(141)				To-	Dead End							
~				From:	Dead End							
748 0.49	0.49	320	R	. —		1	NA			NA		08/27/2002
				To:	26-652							
749 0.04	0.04	90	R	From:	FR-82	l	NA			NA		08/14/2002
	0.04	00		To	Dead End	1	147 (			1471		00/14/2002
				From:	26-623 Southerland Rd							
(750) Oxford Rd	1.51	780	R			_	NA			NA		08/15/2002
				To:	Dead End							
	0.70	400	_	From:	US 460 WEST	j	NIA			NIA		00/07/0000
751)	0.78	480	R	To:	26-611 W; 26-752	1	NA			NA		09/27/2002
$\bigcirc$			_	From:	26-611 W 26-752	J						
751)	0.26	1800	R				NA			NA		09/27/2002
				From:	26-611 E; 26-716							
(751)	3.25	1800	R			-	NA			NA		09/27/2002
$\bigcirc$	2.67	2300	R	From:	26-627 WEST		NA			NA		09/27/2002
(751)	2.07	2300	K	To:	US 460 EAST	1	INA			INA		09/2//2002
				From:	26-611; 26-751							
752	0.40	150	R		,	_	NA			NA		09/27/2002
				To:	Dead End							
$\bigcirc$	0.40	400	_	From:	26-611							00/07/0000
753	0.40	190	R	To:	Dead End	1	NA			NA		09/27/2002
				From:	Dead End							
754)	0.88	240	R		Dead Mild	1	NA			NA		09/26/2002
				To:	26-751							
$\bigcirc$				From:	Dead End	Ì						
755)	0.50	80	R	To:	26-751	ī	NA			NA		09/26/2002
				From:		<u> </u>						
756) Slates Rd	0.28	40	R		26-628 Tranquility Lane	ı	NA			NA		09/26/2002
(700) Giales IVa				To:	Dead End	1						

					Dinwiddie Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	(.)(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:	26-708							
(757)	0.62	60	R	<u> </u>	20-700		NA			NA		09/26/2002
				To	Dead End							
O			_	From:	Dead End							
758 Steers Rd	0.39	280	R	To:	26 (12 Dalaran MII Dal		NA			NA		08/15/2002
				From:	26-613 Dabney Mill Rd  Dead End							
(759)	0.57	30	R		Dead End		NA			NA		08/15/2002
(133)				To:	26-650							
				From:	26-623 Station Rd							
(760) Sutherland Ave	0.37	80	R	To:	D 18.1		NA			NA		08/19/2002
				From:	Dead End							
(764)	0.33	120	R	From:	26-750		NA			NA		08/15/2002
(764)	0.00	120		To:	Cul-de-Sac		147 (			147.		00/10/2002
				From:	Cul-de-Sac							
(770)	0.08	46	R				NA			NA		09/26/2002
				To:	Prince George County Line							
O 11 % : 14	2.00			From:	26-672							
(775) Hoffeimer Way	0.92	NA		To:	US 1		NA			NA		
				From:	26-601 River Rd							
(776) Chesdin Lake Rd	0.57	380	R	<u> </u>	20-001 KIVEI KU		NA			NA		08/14/2002
(10)				To:	Dead End							
				From:	Dead End							
(1001)	0.02	3	R	_			NA			NA		08/27/2002
				Tn-	ECL McKenney							
Town of McKennev				From:	ECL McKenney							
(1001)	0.02	. 7	R	<b>!</b>			NA			NA		08/27/2002
				To: From:	26-1014							
1001)	0.10	110	R	110			NA			NA		08/27/2002
				To: From:	26-1013							
(1001)	0.32	320	R				NA			NA		08/27/2002
				To: From:	US 1							
(1001)	0.13	980	R				NA			NA		08/27/2002
<u> </u>				To: From:	26-1007							
1001)	0.16	980	R				NA			NA		08/27/2002
_				From:	26-1006							00/07/0000
1001	0.07	1000	R				NA			NA		08/27/2002
$\overline{}$	0.07	4000		From:	26-1005		NIA			NΙΔ		00/27/2002
(1001)	0.07	1000	R				NA			NA		08/27/2002
_	0.07	1100	R	From:	26-1004		NA			NA		08/27/2002
(1001)	0.07	1100	K	. —	1		INA			INA		00/21/2002
(m)	0.03	420	R	From:	26-1003		NA			NA		08/27/2002
(1001)	0.00	420		To:	26-1002		147 (			147.		00/21/2002
				From:	SR 40							
(1002)	0.10	280	R				NA			NA		08/27/2002
				To:	26-1001							
	0.00	400	_	From:	Dead End		N: 4					00/07/000
1003	0.02	100	R				NA			NA		08/27/2002
$\bigcirc$	0.15	400		From:	26-1010		NIA			NΙΛ		00/27/2002
1003	0.15	190	R	To:	26-1009		NA			NA		08/27/2002
					20 1007							

					Unwiddie Maintenance Area		Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	$\cap$ C	Hour	QK	Factor	AAWDT	QW	Year
Town of McKennev				From:	27, 1000	1						
(1003)	0.03	620	R		26-1009	J	NA			NA		08/27/2002
				To: From:	SR 40	<u> </u>						
(1003)	0.10	1200	R			-	NA			NA		08/27/2002
				To: From:	26-1001	<u> </u>						
(1004)	0.09	100	R	From:	SR 40	J	NA			NA		08/27/2002
(1004)	0.00			To:	26-1001							
$\overline{}$				From:	26-1009	]						
1005	0.14	60	R				NA			NA		08/27/2002
	0.23	150	R	From:	SR 40	}	NA			NA		08/27/2002
1005	0.23	130	K	To:	26-1008		INA			INA		00/2//2002
				From:	SR 40							
1006	0.08	40	R			•	NA			NA		08/27/2002
				To:	26-1001							
(1007)	0.08	120	R	From:	SR 40	ļ	NA			NA		08/27/2002
1007)	0.00	120		To:	26-1001	]	IVA			IVA		00/21/2002
1007	0.11	120	R	From:	20-1001	J	NA			NA		08/27/2002
				To:	26-1008	]						
				From:	Dead End							
1008	0.07	60	R				NA			NA		08/27/2002
	0.40			To: From:	26-1007	<del> </del>						00/07/0000
1008	0.19	90	R	To:	26-1005	1	NA			NA		08/27/2002
Dinwiddie County					20 1003	!						
				From:	US 1							
(1009)	0.65	220	R	To:	SCL McKenney	1	NA			NA		08/27/2002
Town of Malesonness					SCL McKenney	l						
Town of McKennev				From:	SCL McKenney							
(1009)	0.27	320	R				NA			NA		08/27/2002
$\overline{\bigcirc}$				To: From:	26-1005	<b>]</b>						
(1009)	0.13	280	R	To:	26-1003	1	NA			NA		08/27/2002
				From:	SCL McKenney							
(1010)	0.25	80	R		Sez merenne,	ı	NA			NA		08/27/2002
				To: From:	26-1012	<u> </u>						
(1010)	0.04	70	R				NA			NA		08/27/2002
				To:	26-1003							
	0.05	120	R	From:	Dead End		NA			NA		08/27/2002
(1011)	0.03	120	IX.	To:	26-614		INA			INA		00/21/2002
				From:	26-1010							
1012	0.10	40	R				NA			NA		08/27/2002
				To:	Dead End	<u> </u>						
	0.08	210	R	From:	SR 40	1	NA			NA		08/27/2002
(1013)	0.00	210	ĸ	To:	26-1001	1	INA			INA		0012112002
				From:	26-1001							
(1014)	80.0	90	R				NA			NA		08/27/2002
				To:	ECL McKenney							

					Dinwiddie Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	eak our	QK Dir Factor	AAWDT	QW	Year		
Dinwiddie County				From:	ECL McKenney								
(1014)	0.31	90	R	<u> </u>	ECE MCKenney	NA		NA		08/27/200			
				To-	Dead End								
Town of McKennev				From:	D. IE I	1							
(1015)	0.10	60	R	rioiii.	Dead End	l	۱A		NA		08/27/200		
(1013)	00			To:	US 1	<u> </u>					00/2//200		
Dinwiddie County													
	0.08	140	R	From:	26-644	l	IΛ		NA		1999		
(1020)	0.06	140	K	To:	26-1021	NA	NA		INA		1999		
				From:	Dead End								
1021)	0.12	60	R				۱A		NA		1999		
				To: From:	26-1020								
1021	0.09	80	R	_		1	۱A		NA		1999		
				To:	Dead End								
	0.30	60	R	From:	26-604	] NA	JΔ		NA		1999		
(1101)	0.50	00		To:	26-606			IVA		1000			
				From:	26-1111								
(1110)	0.31	220	R			1	۱A		NA		1999		
				To: From:	26-1113								
1110	0.21	230	R	. —	200	1	۱A		NA		1999		
				To:	26-613								
(111)	0.16	130	R	From:	26-1112	l	۱A		NA		1999		
(1111)	0.10	130		To-	26-1110		17 (		147.		1000		
				From:	26-1111								
(1112)	0.31	140	140	140	R			1	۱A		NA		1999
				From:	26-1113								
1112	0.13	110	R	т	25.512	1	۱A		NA		1999		
				To: From:	26-613								
(1113)	0.16	150	R	From:	26-1112	NA		NA		1999			
(1113)	00			To:	26-1110		INA		1000				
_				From:	26-1122								
(1120)	0.25	480	R			1	۱A		NA		1999		
				From:	26-1121								
1120	0.10	640	R	To:	26.612	۱ ا	۱A		NA		1999		
				From:	26-613								
(1121)	0.14	120	R		Dead End	I 1	۱A		NA		1999		
				To:	26-1120								
				From:	26-1123								
1122	0.08	300	R	. —		1	۱A		NA		1999		
				To-	26-1120								
1123)	0.46	280	R	From:	26-1122	l N	۱A		NA		1999		
(1123)	0.10			To:	Dead End	<u>.</u>							
				From:	Dead End								
(1201)	0.25	90	R				۱A		NA		1999		
				To:	US 1; 26-650								
	0.45	110	В	From:	Cul-de-Sac	l ,	.1.0		A I A		1999		
(1210)	0.40	110	R	To:	26-750	r	۱A		NA		1999		
					20 130						-		

					Dinwiddie Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus	()(:	Peak Hour	QK Dir Factor	AAWDT QW	Year
Dinwiddie County				From:	Cul-de-Sac/	1				
1240)	0.21	NA		<u> </u>	Cul-uc-Suc	_	NA		NA	
				To	26-00601(B)/					
$\bigcirc$	0.15	NA		From:	26-01243(B)/		NIA		NΙΔ	
(1241)	0.15	NA		To:	26-01240(B)/	1	NA		NA	
				From:	26-01243(B)/	1				
1242	0.11	NA				- -	NA		NA	
				To:	26-01240(B)/					
(1010)	0.23	NA		From:	Cul-de-Sac/	J	NA		NA	
1243	0.20	· · ·		To:	Cul-de-Sac/		147 (		107	
				From:	SR 226					
1301)	0.23	270	R				NA		NA	1999
$\bigcirc$				To: From:	26-1332	]——				
(1301)	0.18	140	R	To:	Dead End	1	NA		NA	1999
				From:	26-1306	1				
(1302)	0.10	140	R		20.1300		NA		NA	1999
<u> </u>				To: From:	26-1348	<u> </u>				
(1302)	0.03	170	R				NA		NA	1999
				To: From:	26-1309	]——				
1302	0.11	180	R	To	US 1	1	NA		NA	1999
				From:	Dead End					
(1303)	0.37	220	R	<u></u>		•	NA		NA	1999
				To: From:	FR-290	<b>]</b> ———				
(1303)	0.03	2100	R	To:	T/O 1	7	NA		NA	1999
				From:	US 1 26-1349	<u> </u>				
(1304)	0.10	150	R		20-1347	J	NA		NA	1999
				To: From:	26-1306	1				
(1304)	0.10	200	R	Trom.		_	NA		NA	1999
<u> </u>				To: From:	26-1348	]				
(1304)	0.13	240	R	To:	US 1	1	NA		NA	1999
				From:	Dead End	<u> </u>				
1305	0.14	20	R		2002	_	NA		NA	1999
				To: From:	26-1350	]				
(1305)	0.19	220	R				NA		NA	1999
	2.25	0=0		To- From:	26-1306	}	NIA.		NIA.	4000
1305	0.09	270	R			<b>-</b> 1	NA		NA	1999
(1205)	0.11	310	R	To: From:	26-1348		NA		NA	1999
1305	0.11	010		To:	US 1	<u></u>	. */ `		1 1// 1	1000
				From:	26-1305					
1306	0.04	390	R				NA		NA	1999
	•			From:	26-1308	<b>]</b> ——				400-
1306	0.04	80	R			-	NA		NA	1999
	0.04	110	R	From:	26-1307		NA		NA	1999
1306	0.04	110	r\ 	Te	27.1204	1	11/7		INA	1998
1306	0.04	130	R	From:	26-1304		NA		NA	1999
				To:	26-1302	1				

					Dinwiddie Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	()(' ()k	Dir AAWDT QW	Year
inwiddie County				From:		<del></del>		
307)	0.10	190	R		26-1349	I NA	NA	1999
				To: From:	26-1306	}		
307)	0.10	230	R	Troin.		NA	NA	1999
$\stackrel{\circ}{\sim}$				To: From:	26-1348	]		
1307	0.12	280	R	To:	US 1	NA <b>1</b>	NA	1999
				From:	Dead End			
308	0.13	60	R			NA	NA	1999
	2.22	450		To: From:	26-1350	<u> </u>		1000
308	0.09	150	R			NA 1	NA	1999
308)	0.10	340	R	From:	26-1349	NA	NA	1999
300)				To:	26-1306	<u> </u>		
308)	0.09	380	R	From:	20-1300	NA	NA	1999
				To: From:	26-1348	]		
308)	0.12	780	R	To:	110.1	NA	NA	1999
				From:	US 1	<u> </u>		
309)	0.10	40	R		26-1302	NA	NA	1999
3.09				To:	Dead End	]		
$\widehat{}$				From:	Dead End			
310	0.10	80	R			NA	NA	1999
310) Rockdale Road	0.11	1700	- В	From:	SR 226	NIA.	NIA	1000
Rockdale Road	0.11	1700	R	т		NA 1	NA	1999
Rockdale Road	0.10	1800	R	From:	26-1311	NA	NA	1999
1310) . toendare : toda	00			To:	26-600	1		
				From:	Dead End			
1311)	0.31	310	R			NA	NA	1999
	0.10			From:	26-1310	NIA.	NIA	1000
311)	0.10	90	R	To:	Dead End	NA 1	NA	1999
				From:	26-1313			
312)	0.12	340	R	_		NA	NA	1999
				To:	SR 226			
(242)	0.22	410	R	From:	26-1312	J NA	NA	1999
313)	0.22	710		To:	US 1	]	1471	1000
				From:	Dead End			
314)	0.03	30	R			NA	NA	1999
	0.10	400		From:	26-1317	}	NIA .	4000
1314)	0.12	100	R			NA 1	NA	1999
1314)	0.10	220	R	To: From:	26-1318	NA	NA	1999
314)	0.10			To:	26 1215	19/3	13/7	1998
314)	0.06	280	R	From:	26-1315	NA	NA	1999
<del></del>		-		To	SR 226	]		
$\widehat{}$				From:	26-603			
1315)	0.06	70	R	=		NA	NA	1999
	0 11			To: From:	26-1316	}	<b></b>	400-
1315)	0.11	90	R	To	26-1314	NA 1	NA	1999
				1	20-1314	<u>I</u>		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	Peak [ QC Hour Fa	Dir AAWDT QW	Year
Dinwiddie County				From:	26-1317			
1316)	0.07	110	R	110111	20-131/	I NA	NA	1999
				To: From:	26-1319			
1316)	0.06	80	R	rioin.		NA	NA	1999
				To: From:	26-1318	}		
1316	0.10	60	R	To:	26-1315	NA 1	NA	1999
				From:				
1317)	0.07	90	R		26-1316	I NA	NA	1999
				To:	26-1314			
$\overline{}$				From:	26-1316			
1318)	0.13	100	R	To:	26-1314	NA I	NA	1999
				From:	26-603			
1319	0.06	220	R		20-003	I NA	NA	1999
				To:	26-1316			
				From:	26-1362			
1320	0.09	150	R			NA	NA	1999
				From:	26-1363			
1320	0.13	260	R	To:	US 1; SR 142	NA I	NA	1999
				From:	Dead End			
1321)	0.18	150	R	<u></u>	Dead End	I NA	NA	1999
				To	26-601			
				From:	Dead End			
1322	0.14	260	R			NA	NA	1999
				To:	US 1			
1323)	0.40	290	R	From:	26-600	I NA	NA	1999
1323)	0.40	200	• • • • • • • • • • • • • • • • • • • •	To:	Dead End	14/1	14/1	1000
				From:	26-1363			
1324	0.15	2300	R			NA	NA	1999
				To:	US 1			
	0.21	NA		From:	Cul-de-Sac	N/A	NIA	
1325	0.21	NA		_		NA	NA	
	0.06	370	R	From:	26-1326	NA	NA	1999
1325	0.00	370	IX.	To:	SR 226		INA	1999
				From:	26-1325			
1326	0.21	180	R			NA	NA	1999
				To:	26-1327			
	0.05	260	В	From:	26-1326	NIA	NIA	1000
1327	0.05	260	R	To	SR 226	NA I	NA	1999
_				From:	Dead End			
1328	0.10	70	R		****	NA	NA	1999
				To- From:	26-1329	]		
1328	0.12	190	R			NA	NA	1999
				To: From:	26-1330			
1328	0.07	310	R			NA	NA	1999
				To:	26-600			
1329	0.06	140	R	From:	26-1330	] NA	NA	1999
	(7 (7()	1-+U	n			IN/A	I N/"\	1222

					Dinwiddie Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	QK Dir Factor	AAWDT QW	Year
Dinwiddie County				From:	26-1329				
(1330)	0.17	140	R	<u> </u>	20-1327	NA		NA	1999
				To-	26-1328				
0 10:1	2.22			From:	26-1325				
1331 Creek Circle	0.03	NA		To:	Cul-de-Sac	NA I		NA	
				From:	26-1301				
(1332)	0.05	160	R	<u> </u>	20 1501	NA		NA	1999
				To:	Dead End				
$\bigcirc$				From:	26-600				4000
1333	0.54	240	R	To:	26-600	NA I		NA	1999
				From:	Dead End				
1334	0.12	40	R	<u> </u>	Dead End	NA		NA	1999
				To- From:	26-1336				
1334)	0.22	280	R	From:		NA		NA	1999
				To:	FR-290; 26-1335				
$\bigcirc$	0.40	000	-	From:	0.19 MS FR-290	NIA		NIA	4000
1335	0.19	260	R			NA •		NA	1999
$\overline{}$	0.00	10	R	From:	FR-290; 26-1334	NIA		NΑ	1000
1335	0.08	10	ĸ	To:	Dead End	NA I		NA	1999
				From:	26-1334				
1336	0.09	110	R			NA		NA	1999
				To:	26-1337				
$\bigcirc$	0.40	20	-	From:	Dead End	NIA		NIA	4000
(1337)	0.12	90	R	To:	26-1336	NA		NA	1999
				From:	26-1335				
1338	0.20	140	R	<u> </u>	20 1999	NA		NA	1993
				To:	Cul-de-Sac				
$\bigcirc$				From:	26-1325				
(1339) Creek Lane	0.07	NA		To:	Cul-de-Sac	NA		NA	
				From:	SR 226				
(1340)	0.15	40	R	<u> </u>	SR 220	NA		NA	08/19/2002
				To:	26-1341				
(1340)	0.09	200	R	From:	20 19 11	NA		NA	1999
				To: From:	26-1342				
1340	0.12	70	R			NA		NA	1999
				To:	Dead End				
	0.17	110	ь.	From:	26-1343	NA NA		NA	1999
(1341)	0.17	110	R	To:	26-1340	INA		INA	1999
				From:	26-1343				
(1342)	0.20	150	R	<u> </u>		NA		NA	1999
				To:	26-1340				
	0.00			From:	26-1341	A.1.A.			4000
(1343)	0.09	60	R	To:	26-1342	NA		NA	1999
				From:	SR 226				
1344	0.09	350	R	<u> </u>	5R 220	NA		NA	1999
				To:	26-1345				
(1344)	0.09	260	R	From:	· · ·	NA		NA	1999
$\bigcirc$				To:	26-1346				

					Dinwiddie Maintenance Area			<u> </u>		
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(')	eak lour	K Dir Factor	AAWDT QW	Year
Dinwiddie County				From:		·				
(1345)	0.06	48	R	Pioni.	Dead End	1	NA		NA	1999
				To: From:	26-1344	}				
(1345)	0.04	40	R	To:	Dead End	1 1	NA		NA	1999
				From:	Dead End					
(1346)	0.07	50	R	<u>.                                    </u>	Dead End	1	NA		NA	1999
(1346)	0.04	200	R	To: From:	26-1344	<u> </u>	NA AV		NA	1999
				To-	26-1347	<u> </u>				
1346	0.01	20	R	To:	Dead End	- 1	NA		NA	1999
				From:	Dead End					
(1347)	0.17	140	R		Dead End	1	NA		NA	1999
				To:	26-1346					
$\bigcirc$	0.04	110	В	From:	26-1305		MΛ		NA	1000
1348	0.04	110	R	To:	06 1222	, 1	NΑ		INA	1999
(1348)	0.04	120	R	From:	26-1308	1	NA		NA	1999
				To: From:	26-1307	1				
1348	0.04	130	R	rioni.		1	NA		NA	1999
	0.04	400		To: From:	26-1304	}	. 1.4			1000
1348	0.04	160	R	To:	26-1302	י 1	NΑ		NA	1999
				From:	26-1308	<u>.                                    </u>				
(1349)	0.04	260	R		20 1500	1	NA		NA	1999
				To: From:	26-1307	]				
1349	0.04	220	R	To:	25.122.1	1	NΑ		NA	1999
				From:	26-1304	1				
(1350)	0.04	150	R	r tom.	26-1305	1	NA		NA	1999
(1330)				To:	26-1308					
				From:	26-601					
1352	0.19	290	R			_ _	NA		NA	1999
	0.10	110	R	From:	26-1354		NA AV		NA	1999
1352	0.10	110	K	To:	Cul-de-Sac	] '	N/A		NA.	1999
				From:	26-601					
(1353)	0.19	250	R			1	NA		NA	1999
				From:	26-1354	}				
1353	0.10	90	R	To:	Cul-de-Sac	ן ד	NA		NA	1999
				From:	26-1352	<u> </u>				
(1354)	0.08	50	R		20-1332	1	NA		NA	1999
$\overline{}$				To: From:	26-1353	1				
(1354)	0.12	60	R	rioni.		1	NA		NA	08/20/2002
				To: From:	26-1390	}				
1354	0.07	100	R	To:	Dood Fr. J	1 1	NA		NA	08/20/2002
				From:	Dead End 26-601	I				
(1355)	0.18	320	R		20-001	1	NA		NA	08/20/2002
		-		To:	26-1356	· 				
1355	0.07	90	R	From:		1	NA		NA	1999
				To:	26-1367	1				

					Dinwiddle Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	()(;	Dir AAWDT QW actor	/ Year
Dinwiddie County				From:	26-1367	<u> </u>		
(1355)	0.10	60	R		20-1307	NA	NA	1999
				To: From:	26-1368	]		
(1355)	0.28	NA				NA	NA	
$\overline{\bigcirc}$	0.13	290	R	From:	26-1369	NA NA	NA	1999
(1355)	0.13	290	K	To:	26-601 WEST	l NA	INA	1999
				From:	Dead End			
(1356)	0.09	100	R			NA	NA	08/20/2002
	0.00			From:	26-1355	}		00/00/000
(1356)	0.06	60	R	To:	Dead End	NA <b>1</b>	NA	08/20/200
				From:	26-1358			
(1357)	0.26	260	R			NA	NA	08/20/2002
				To: From:	26-1360	}		
(1357)	0.13	320	R			NA -	NA	08/20/2002
	0.08	360	R	From:	26-1359	NA	NA	08/20/2002
(1357)	0.06	300	K	To:	26-601	]	INA	00/20/2002
				From:	Dead End			
(1358)	0.03	8	R			NA	NA	08/20/2002
<u> </u>				To: From:	26-1357	]		
(1358)	0.07	40	R	To:	26-1360 Gap Terminus	NA I	NA	08/20/2002
				From:	26-1359 Gap Terminus			
(1358)	0.08	120	R	To:	26-601	NA 1	NA	08/20/2002
				From:	Dead End			
(1359)	0.04	40	R	<u> </u>	Dead End	NA	NA	1999
				To: From:	26-1364	<b>}</b>		
1359	0.10	460	R			NA	NA	1999
				From:	26-1357	]		
(1359)	0.29	360	R			NA	NA	08/19/2002
	0.22	340	R	From:	26-1358	NA	NA	08/19/2002
(1359)	0.22	340	K	To:	27, 1207	1	IVA	00/19/2002
(1359)	0.10	350	R	From:	26-1387	NA	NA	08/19/2002
				To:	26-1385			
$\bigcirc$	0.00	400	_	From:	26-1357	NA.	NIA.	00/40/000/
1360	0.23	180	R	To:	26-1358	NA <b>1</b>	NA	08/19/2002
				From:	26-1366			
(1361)	0.14	590	R			NA	NA	08/19/2002
				To:	SR 226			
(1362)	0.12	110	R	From:	26-603	] NA	NA	1999
1302)	0.12	110		To:	26-1320	IVA	IVA	1000
_				From:	26-1320			
(1363)	0.08	50	R	To:	27, 1224	NA 1	NA	1999
				From:	26-1324	<u> </u>		
1364	0.07	30	R		Dead End	I NA	NA	1999
				To:	26-1365	]		
(1364)	0.21	360	R	From:		NA	NA	1999
$\overline{}$				To:	26-1359			

					Dinwiddie Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Pe	( ) \	Oir Factor	AAWDT	QW	Year
Dinwiddie County				From:	26-1364						
(1365)	0.11	150	R			N	4		NA		1999
				To	Cul-de-Sac						
(1000)	0.46	230	R	From:	Dead End	N	Δ		NA		10/15/200
1366	0.40	200		То:	Dead End	1.4	<u> </u>		147 (		10/10/200
_				From:	26-1355						
1367	0.04	20	R			N	4		NA		1999
				To: From:	Cul-de-Sac						
1368	0.05	30	R	From:	Cul-de-Sac	N	Δ		NA		1999
(1300)	0.00			To:	26-1355		<u> </u>				1000
_				From:	26-1355						
1369	0.04	30	R	_		N	4		NA		1999
				To:	Cul-de-Sac						
(170)	0.16	70	R	From:	26-1371	N	Δ		NA		1993
1370	0.10	70		To:	26-672	14.	٦.		14/-3		1000
				From:	Cul-de-Sac						
1371	0.18	120	R			N	4		NA		08/19/200
				From:	26-1370						
1371)	0.07	160	R	To:	1	N	4		NA		08/19/200
				From:	26-672						
1372	0.09	480	R	rioiii.	US 1	N	Α		NA		08/19/200
(1372)	0.00			To	26-1373 EAST-WEST						00/10/200
				From:	26-1372 EAST-WEST						
1373	0.44	230	R			N	4		NA		08/19/200
				To:	End Loop						
(1275)	0.13	130	R	From:	26-1382	N	Δ		NA		1999
(1375)	0.10			To:	Cul-de-Sac						1000
				From:	Cul-de-Sac						
1376	0.07	60	R			N	4		NA		1999
				10:	26-1381						
(1377)	0.07	50	R	From:	Cul-de-Sac	N	Δ		NA		08/19/200
(1377)	0.07	00		To:	26-1381		`		14/1		00/10/200
				From:	Cul-de-Sac						
1378	0.11	120	R			N	4		NA		08/19/200
				To	26-1379						
	0.10	160	R	From:	26-1380	N	Δ		NA		10/15/200
1379	0.10	100	IX	To:	Dead End	IN.	٦		INA		10/13/200
				From:	Dead End						
1380	0.31	130	R	-		N	4		NA		1999
$\frac{\circ}{\circ}$				From:	SR 226						
(1380)	0.53	NA			D 15.1	N	4		NA		
				To:	Dead End						
(1381)	0.43	430	R	From:	Dead End	N	Α		NA		1999
(1301)				To:	SR 226		· 				
				From:	Dead End						
1382	0.27	190	R			N	4		NA		08/19/200
				To:	26-1381						

					Dinwiddie Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hou	()K	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:	26-1382						
(1383)	0.08	110	R			NA			NA		08/19/200
$\bigcirc$				To:	Cul-de-Sac						
$\bigcirc$	0.45		_	From:	26-1382						00/40/000
1384	0.15	560	R	To:	SR 226; 26-1384	NA 1			NA		08/19/200
				From:	Dead End						
(1395)	0.30	390	R		Dead End	J NA			NA		08/19/200
(1385)				To:	26-1386	1					
1385	0.13	410	R	From:	20-1360	NA			NA		08/19/200
				To:	26-1359	1					
1385	0.11	820	R	From:	20-1339	NA NA			NA		08/19/200
				To:	26-601						
				From:	Cul-de-Sac						
1386	0.14	90	R			NA			NA		08/19/200
				To:	26-1385						
$\bigcirc$				From:	26-1386						
1387	0.12	90	R	To:	26 1250	NA 1			NA		08/19/200
				From:	26-1359	<u> </u>					
	0.03	10	R	Piolii.	Dead End	J NA			NA		1999
1388	0.03	10			25.1200	11/7			14/3		1000
	0.07	170	R	From:	26-1389	NA			NA		1999
1388	0.07	170	K	To:	26-1385	]			INA		1999
				From:	26-1388						
1389	0.10	100	R		20 1300	NA			NA		1999
				To:	Cul-de-Sac						
_				From:	26-601						
1390	0.09	460	R			NA			NA		08/19/200
				To: From:	26-1391	}					
1390	0.10	380	R			NA			NA		08/19/200
				To: From:	26-1354	<b> </b>					
1390	0.08	260	R			NA			NA		08/19/200
				To: From:	26-1392	]					
1390	0.06	80	R			NA			NA		08/19/200
				To:	Cul-de-Sac						
	0.06	70	R	From:	Cul-de-Sac	] NA			NA		08/19/200
1391	0.00	70	ĸ	To:	26-1390	1 NA			INA		JUI 18/2UL
				From:	Cul-de-Sac	<u> </u>					
1392	0.06	70	R		our de oue	NA			NA		08/19/200
				To	26-1390	1					
				From:	Dead End/						
1397	0.05	NA				NA			NA		
				To:	26-01380(B)/	<u> </u>					
$\cap$	0.00			From:	Dead End/	J			N.1.4		
1398)	0.06	NA		To:	26 01290/D\/	NA 1			NA		
					26-01380(B)/	<u> </u>					
449	0.41	160	R	From:	Dead End	J NA			NA		08/19/200
1401)	0.41	100	ĸ	To:	US 1	1			INA		00/18/200
				From:	US 1 SOUTH						
1402	0.10	180	R	<u> </u>	03 1 300 111	NA			NA		1999
(	2			To	26-619	1			•		

					Diriwiddle Mairiteriance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK Dir Factor	AAWDT QW	Year
Dinwiddie County				From:	26-619					
1402	0.15	170	R	<u> </u>	20-019		NA		NA	1999
				To-	US 1 NORTH					
$\bigcirc$	0.44	20		From:	26-703		NI A		NIA	4000
1403	0.11	20	R	To:	Dead End		NA		NA	1999
				From:	26-619					
1404)	0.06	40	R				NA		NA	1999
				To:	Dead End					
$\bigcirc$	0.00	400		From:	26-627		NI A		NIA	4000
1405	0.20	190	R			1	NA		NA	1999
	0.16	60	R	From:	26-1406		NA		NA	1999
1405)	0.10	00	K	To:	Dead End		INA		INA	1998
				From:	26-1405					
1406	0.43	90	R	_		•	NA		NA	1999
				To:	Cul-de-Sac					
<u>—</u> _	0.50	100	В	From:	Dead End		NA		NA	1000
1407	0.50	190	R	To:	26-627		INA		INA	1999
				From:	26-626					
1410	0.08	470	R	<u>.                                    </u>			NA		NA	1999
				To: From:	26-1411					
1410	0.06	380	R	r tom.		•	NA		NA	1999
				To: From:	26-1412					
1410	0.11	280	R				NA		NA	1999
				From:	26-1413 SOUTH					
1410	0.07	80	R				NA		NA	1999
				To: From:	26-1413 NORTH					
1410	0.05	7	R	To:	Dead End		NA		NA	1999
				From:	Cul-de-Sac					
(1411)	0.12	70	R		Cui-de-Sac		NA		NA	1999
				To:	26-1410					
				From:	26-1410					
1412	0.12	70	R	To:		i	NA		NA	1999
					Dead End					
1113	0.28	120	R	From:	26-1410 SOUTH		NA		NA	1999
1413	3.20			To:	26-1410 NORTH					
				From:	Dead End					
1414)	0.16	70	R				NA		NA	1999
<u> </u>				To: From:	26-1415	<b>-</b>				
1414)	0.13	120	R	т	26.612	I	NA		NA	1999
				To: From:	26-619					
1415)	0.12	20	R	Froit.	26-1414		NA		NA	1999
1719		•		To:	Dead End					
				From:	26-00601(B)/					
1420	0.15	NA				i	NA		NA	
				To:	26-01423(B)/					
	0.27	NA		From:	Cul-de-Sac/		NA		NA	
1421)	0.27	INA		To:	Cul-de-Sac/		INA		INA	
					car de bue	1				

					Diriwiddle Mairiteriance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:	26-01421(B)/	1						
1422	0.04	NA			20-0142 I(B)/		NA			NA		
				To:	Cul-de-Sac/							
$\bigcirc$				From:	Dead End/	]						
1423	0.22	NA		To:	Dead End/	7	NA			NA		
				From:	Cul-de-Sac/							
(1424)	0.05	NA			ou do but	_	NA			NA		
				To:	26-01423(B)/							
$\bigcirc$				From:	Dead End/							
1425	0.05	NA		To:	26-01423(B)/	1	NA			NA		
				From:	26-1504	]						
1501	0.17	150	R	<u> </u>	20-1304	J	NA			NA		1999
<u> </u>				To: From:	26-1502	<b></b>						
1501	0.29	390	R			<b>-</b>	NA			NA		1999
				To:	US 460							
	0.00	90	В	From:	26-1501		NΙΛ			NA		1000
1502	0.08	80	R	To:	26-1503	1	NA			INA		1999
				From:	26-1502							
1503	0.12	70	R			_	NA			NA		1999
				To:	Dead End							
	0.40	70		From:	26-1505		NIA			NIA		4000
1504	0.10	70	R			7	NA			NA		1999
	0.14	30	R	From:	26-1501		NA			NA		1999
1504	0.14	30	K	To:	Dead End	1	INA			INA		1999
				From:	26-1504							
(1505)	0.10	60	R	_		-	NA			NA		1999
				To:	Dead End							
	0.23	180	R	From:	26-1510		NA			NA		08/20/200
(1509)	0.23	100	K	To:	Dead End	1	INA			INA	,	00/20/200
				From:	26-601							
1510	0.57	1100	R				NA			NA		1999
<u> </u>				To: From:	26-1512							
(1510)	0.46	390	R				NA			NA		1999
				From:	26-1511	]						
(1510)	0.06	40	R	To:	Dead End	7	NA			NA		1999
				From:	26-1510	ſ						
(1511)	0.04	40	R		20-1310	_	NA			NA		1999
				To:	Cul-de-Sac							
				From:	26-1510							
1512	0.10	110	R	To:	26 1512	7	NA			NA		1999
				From:	26-1513	1						
(1513)	0.13	150	R		26-1509	J	NA			NA		08/20/200
				To:	26-1512	1						
(1513)	0.15	160	R	From:	20-1312		NA			NA		1999
				To:	26-1514	<b></b>						
(1513)	0.13	70	R	From:		_	NA			NA		1999
				To:	Cul-de-Sac							

					Dinwiddle Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	_{QC} F	Peak Hour	QK Dir Factor	AAWDT	QW	Year
Dinwiddie County				From:	Cul-de-Sac	1					
(1514)	0.05	40	R		Cui-uc-Sac		NA		NA		1999
				To:	26-1513						
$\bigcirc$	0.40	= 40		From:	26-601						1000
(1515)	0.13	540	R			_	NA		NA		1999
	0.04	20	R	From:	26-1516		NA		NA		1999
(1515)	0.04			To:	Dead End		14/1		1471		1000
				From:	Dead End	]					
1516	0.12	80	R				NA		NA		1999
	0.00	450	_	To: From:	26-1517	]	N.1.0		NIA		4000
(1516)	0.22	450	R	To:	26-1515	1	NA		NA		1999
				From:	26-1518						
(1517)	0.07	160	R	_	20.1210	<b>-</b>	NA		NA		1999
				To:	26-1516						
	0.07	70	R	From:	Dead End		NA		NA		1999
(1518)	0.07	70	ĸ	т	06.1517	7	INA		INA		1999
(1518)	0.10	80	R	From:	26-1517	]	NA		NA		1999
(1518)				To:	Dead End	]					
				From:	Dead End						
1530	0.07	30	R				NA		NA	09	/27/200
$\bigcirc$	0.00		_	To: From:	26-1531	]	NIA.		NIA	00	/07/000
1530	0.09	60	R	To:	26-751	1	NA		NA	09	/27/200
				From:	26-1530	l					
(1531)	0.23	80	R			<b>-</b>	NA		NA	09	/27/2002
				To:	26-751						
	0.14	380	R	From:	26-751		NA		NA		1999
9116	0.14	300	IX.	To:	Cul-de-Sac	1	INA		INA		1999
Town of McKenney											
_	0.04	40	_	From:	McKenney Elem School		NA		NIA		1000
9117)	0.04	49	R	To:	26-614	1	INA		NA		1999
Dinwiddie County				•							
$\sim$	0.07	000	_	From:	Dinwiddie Elem School		NIA		NIA	40	1001000
9118	0.07	260	R	_		-	NA		NA	10	/23/2002
0110	0.05	40	R	From:	0.07 MN US 1		NA		NA		1999
9118	0.00			To:	0.12 MN US 1						1000
(9118)	0.09	130	R	From:	0.12 IVIIV UO 1		NA		NA		1999
				To- From:	0.21 MN US 1	1					
9118)	0.09	120	R			<b>-</b> -	NA		NA		1999
				To:	US 1						
Town of McKennev				From:	26-1001	I					
(9119)	0.02	30	R			_	NA		NA		1999
				To: From:	0.02 MN 26-1001	]———					
9119	0.10	40	R		0.11.2	7	NA		NA		1999
				To:	Cul-de-Sac	1					
Dinwiddie County				From:	US 1						
9535)	0.23	520	R	_		<del>-</del> -	NA		NA	10	/23/2002
				To:	0.23 MN US 1						

					DIN	widdie Mainten	ance Are	а							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax			$^{\circ}$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Dinwiddie Countv				From:		0.22 \ 0.1 1.10	1								
9535)	0.20	520	R	rion.		0.23 MN US	1			NA			NA		10/23/2002
				To: From:		0.43 MN US	1								
9535	0.13	270	R	To		US 1			l	NA			NA		1999
				From:		Cul-de-Sac									
9920)	0.10	90	R	<u> </u>		Cui-de-Sac				NA			NA		09/26/200
(3320)				To		26-751									
				From:		US 460									
9921)	0.11	480	R						1	NA			NA		1999
				To:		US 460; 26-6	84								•
	0.44		_	From:		US 1									1000
9922	0.11	6	R	To		Eastside Elem	Cah		l	NA			NA		1993
				From:											
0000	0.05	360	R			Dinwiddie High	School			NA			NA		10/23/200
9923	0.00	000		To:		0.05 MN 26 /	27			1471			10.		10/20/200
(0023)	0.13	570	R	From:		0.05 MN 26-0	027			NA			NA		1999
9923)	0.10	0.0		To:		0.10 MN 26 A	27			1471			10.		1000
(0023)	0.15	230	R	From:		0.18 MN 26-0	027			NA			NA		1999
9923				To		0.33 MN 26-0	27								
9923	0.11	270	R	From:		0.33 MIN 20-0	027			NA			NA		1999
9923)	• • • • • • • • • • • • • • • • • • • •			To:		26-627									.000
				From:	]	Prince George Cou	nty Line								
608	0.31	970	N	97%	1%	1% 0%	1%	0%	N	0.094	Ν	0.67	980	Ν	2002
74				To: From:		SR 345; 26-6	77								
608	1.00	1900	F	99%	1%	0% 0%	0%	0%	С	0.141	F	0.658	2100	F	2002
(4)				To:		SCL Petersbi	ırg								
City of Petersburg								1	ı						
3 Vaughn Rd	0.64	NA		From:		JB-26-123; 26-	675			NA			NA		
Yaughn Rd	0.04	INA		To:		123-9013 Halifa	ıx Rd			INA			INA		
				From:		Halifax Rd									
Wells Rd	0.41	3400	F	88%	1%	3% 2%	6%	0%	С	0.093	F		3600	F	2002
(4) Wells Rd				To:		Squirrel Level	Rd								
				From:		CSX RR									
(9002) Halifax Rd	0.18	6600	F	95%	1%	2% 1%	0%	0%	F	0.099	F	0.609	6900	F	2002
				To: From:		Patterson S									
9002 Halifax St	0.58	5200	F	95%	1%	2% 1%	0%	0%	F	0.107	F	0.617	5500	F	2002
				To: From:		Baylors Ln									
9002 Halifax St	0.19	6100	F	95%	1%	2% 1%	0%	0%	F	0.101	F	0.579	6400	F	2002
				From:		Virginia Av									
9002 Halifax St	0.37	9000	F	95%	1%	2% 1%	0%	0%	F	0.084	F	0.580	9500	F	2002
				To: From:		Lee Ave									
9002 Halifax St	0.29	8300	F	95%	1%	2% 1%	0%	0%	F	0.085	F	0.511	8800	F	2002
				To: From:		Liberty St									
9002 Halifax St	0.28	9200	F	95%	1%	2% 1%	0%	0%	С	0.083	F	0.548	9800	F	2002
				To: From:	1	US 1, US 460 W V	Vythe St								
9002 Union St	0.12	4400	F							0.099	F	0.874	4700	F	2002
				To: From:		1, US 460 W Was									
9002 Union St	0.17	2200	F	91%	3%	4% 1%	0%	0%	С	0.108	F	0.587	2400	F	2002
				To:		W Tabb St									

					Din	widdie N	/laintenan	ce Area	а							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				From:		D 1	. DI I D	1								
9004 123 Defense Rd	0.47	2500	F	97%	1%	1%	0%	1%	0%	С	0.118	F	0.699	2600	F	2002
9004 123 Defense Dr	1.77	6500	G	97%	1%	1%	rel Level R 1%	0%	0%	F	NA			6800	G	2002
9004 123 South Boulevard	0.92	8800	F	From: 97%	1%	Jo 1%	hnson Rd 1%	0%	0%	С	0.093	F	0.504	9300	F	2002
9004 South Boulevard	0.18	5500	F	97%	1%	S. S 1%	ycamore St 1%	0%	0%	F	0.093	F	0.558	5800	F	2002
9004 South Boulevard	0.72	2500	F	From: 97%	1%	1%	1%	0%	0%	F	0.090	F	0.605	2600	F	2002
				From:			iderson St									
9006 123 Flank Rd	0.96	1800	F	96%	0%	3%	alifax Rd 0%	1%	0%	С	0.102	F	0.592	1900	F	2002
(9006) Flank Rd	0.47	3200	F	96%	0%	3%	hnson Rd 0%	1%	0%	F	0.118	F	0.674	3400	F	2002
(9006) Flank Rd	0.75	2700	F	96%	0%	3%	0%	1%	0%	F	0.121	F	0.606	2900	F	2002
9006 123 Flank Rd	0.91	3300	F	From:			t Hayes Dr		<u></u>		0.112	F	0.647	3500	F	2002
9006 Flank Rd ( 1-Way )	0.13	2000	F	97% To:	1%	2%	ank Rd N 0% 1 S Crater I	0%	0%	С	0.105	F		2100	F	2002
				From:			1 S Crater I									
9008 Rives Rd	0.55	6600	F	97%	1%	2%	0% I- 95	0%	0%	С	0.1	F	0.530	7000	F	2002
Rives Rd	0.27	4700	F	97% To:	1%	2% ECI	0% Petersburg	1%	0%	С	0.103	F	0.568	5000	F	2002
				From:		SR 142 B	oydton Plar	ık Rd								
Dupuy Rd	1.24	630	F	96%	2%	1%	0% Grigg St	0%	0%	F	0.105	F	0.536	670	F	2002
9009 Dupuy St	0.58	2100	F	96%	2%	1% Y	0% oungs Rd	0%	0%	F	0.101	F	0.533	2200	F	2002
9009 Farmer St	0.86	3900	F	96%	2%	1%	0% South St	0%	0%	С	0.087	F	0.531	4100	F	2002
9009 Farmer St	0.47	2900	F	96% To:	2%	1%	0% Talifax St	0%	0%	F	0.087	F	0.597	3100	F	2002
				From:			Crater Rd									
(9010) Wagner Rd	0.73	14000	F	97% To:	1%	1%	0% I-95 I -95	1%	0%	С	0.096	F	0.525	15000	F	2002
(9010) Wagner Rd	1.60	9500	F	93% To:	1%	<b>3</b> %	0% ounty Dr	4%	0%	F	0.095	F	0.514	10000	F	2002
				From:		SCI	Petersburg									
Squirrel Level Rd	0.82	860	F	98%	0%	2%	1% Vells Rd	0%	0%	С	0.101	F	0.722	910	F	2002
9011 Squirrel Level Rd	0.25	4700	F	91%	1%	3%	1% np To I- 85	4%	0%	С	0.083	F	0.504	4900	F	2002
9011 Squirrel Level	0.20	6900	F	96%	1%	2%	0% ton Plank R	0% d	0%	F	0.083	F	0.504	7300	F	2002
9011 Young Rd	1.14	4200	F	96%	1%	2%	0%	0%	0%	С	0.093	F	0.524	4500	F	2002
123				To:		D	upuy Rd									
<u> </u>			_	From:	C		West St	601	601		0.000	_	0.7/-	005-	_	000-
(9012) Lee Ave	0.56	3000	F	97% To:	2%	1% H	0% alifax St	0%	0%	С	0.089	F	0.516	3200	F	2002

					Din	widdie Maintenai	nce Area	а							
Route	Length	AADT	QA	4Tire	Bus	Tru		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg						27 77 0 0 17 17 10 10	TITOI	211411		11001		1 40101			
				From:		Halifax St									
9012 Porterville St	0.15	1600	F	97%	1%	1% 1%	0%	0%	F	0.077	F	0.588	1700	F	2002
<u> </u>				From:	40/	Harding St	201								
9012 New St	0.18	1500	F	97%	1%	1% 1%	0%	0%	С	0.088	F	0.514	1600	F	2002
				From:		Harrison St New St									
9012 Harrison St	0.03	1300	F	97%	1%	1% 1%	0%	0%	F	0.100	F		1400	F	2002
9012 Harrison St	0.00		-	To:	.,,	Corling St	0,0		•	01.00	•			•	
				From:		Harrison St									
9012 Corling St	0.09	560	F	97%	1%	1% 1%	0%	0%	F	0.109	F		590	F	2002
				From:		S. Sycamore S		-							
9012 Graham Rd	0.83	5500	F	98%	0%	1% 0%	0%	0%	F	0.088	F	0.513	5800	F	2002
				To: From:		Ramp From I-9	5	-							
9012 123 Graham Rd	0.14	11000	F	98%	0%	1% 0%	0%	0%	С	0.088	F	0.817	11000	F	2002
123/				To:		Crater Rd									
				From:		SCL Petersburg	g								
9013 Halifax Rd	1.79	2700	F	92%	0%	3% 1%	4%	0%	С	0.094	F	0.536	2800	F	2002
123				To:		Wells Rd									
9013) Halifax Rd	0.98	500	F	95%	0%	2% 1%	2%	0%	С	0.114	F	0.574	530	F	2002
Halifax Rd	0.00	000	•	To:	070	Boydton Plank F			Ū	0.111	•	0.07 1	000	•	2002
				From:				-							
9015) Johnson Rd	0.01	2700	F	98%	0%	SCL Petersbury	g 0%	0%	F	0.135	F	0.637	2900	F	2002
Johnson Rd	0.01	2700	•	30 70	070		0 70	070	'	0.100	•	0.007	2500	•	2002
				From:		Flank Rd					_				
Johnson Rd	0.54	1100	F	98%	0%	2% 0%	0%	0%	С	0.089	F	0.692	1200	F	2002
				To: From:		Birdsong Rd									
Johnson Rd	1.39	5400	F	98%	0%	2% 0%	0%	0%	F	0.118	F	0.568	5700	F	2002
123/				To:		South Blvd									
9015) Johnson Rd	0.46	4800	F	98%	0%	2% 0%	0%	0%	F	0.087	F	0.52	5100	F	2002
Johnson Rd				To											
9015) Johnson Rd	0.37	4200	F	From: 98%	0%	North Blvd 2% 0%	0%	0%	F	0.087	F	0.535	4500	F	2002
Johnson Rd	0.57	4200	•	30 /0	0 70	270 070	0 70	070	'	0.007	•	0.555	4300	'	2002
<u> </u>				From:		St Luke St		b							
9015 High Pearl St	0.20	4100	F	98%	0%	2% 0%	0%	0%	F	0.087	F	0.506	4300	F	2002
				To: From:		Virginia Ave									
9015 High Pearl St	0.08	3100	F	95%	3%	2% 0%	1%	0%	F	0.085	F	0.596	3300	F	2002
123/				To:		ST Matthew S									
				From:		ST Matthews S								_	
9015 Harding St	0.22	2000	F	95%	3%	2% 0%	1%	0%	С	0.085	F	0.605	2100	F	2002
				To: From:		Porterville St PortersvilleSt									
9015) Harding St	0.27	940	F	95%	3%	2% 0%	1%	0%	F	0.100	F		990	F	2002
9015 Harding St	0.27	340	Г	90 70 To:	370	Halifax St	1 70	0%	Г	0.100	Г		990	Г	2002
Dirdoona Dd	0.00	F70	_	From:	20/	SCL Petersbury		00/	_	0.400	_	0.5	600	_	2000
9017 Birdsong Rd	0.62	570	F	95% To:	2%	3% 0% Johnson Rd	0%	0%	С	0.103	F	0.5	600	F	2002
								l.							
O 110			_	From:	201	W Washington		201	_						
N Sycamore St	0.18	3800	G	92%	0%	0% 6%	2%	0%	С	NA			4000	G	2002
_				From:		W Tabb St									
9021 N Sycamore St	0.11	4000	F	-						0.095	F	0.558	4300	F	2002
123/				To:		E Bank St		L							
9021) Sycamore St	0.04	3100	G	From:		E Dank St				NA			3200	G	2002
9021 Sycamore St	0.04	3100	3	To:		Bollingbrook S	it			14/7			3200	J	2002
							•								
North Divid	0.57	2000	_	From:	40/	Johnson Rd	40/	00/	_	0.000	_	0.574	0000	_	0000
9023 North Blvd	0.57	2200	F	97%	1%	1% 0%	1%	0%	С	0.088	F	0.574	2300	F	2002
				To:		S Sycamore St									

					Din	widdie Mair	ntenanc	e Area	1							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3-	Truc +Axle 1		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				P			-									
9025 Virginia Ave	0.05	220	F	98%	1%	Gates 1%		0%	0%	F	0.132	F		230	F	2002
9025 Virginia Ave	0.06	230	F	From: 98%	1%	Jefferso 1%		0%	0%	F	0.126	F	0.621	250	F	2002
9025 Virginia Ave	0.11	420	F	From: 98%	1%	Diamono 1%		0%	0%	F	0.121	F		440	F	2002
<u> </u>	0.32	2100	F	From: 98%	1%	Harding		0%	0%	F	0.088	F	0.525	2200	F	2002
(123)				To: From:		Halifax	Street									
9025 Young Ave	0.20	2400	F	96%	1%	2% Arlington		0%	0%	С	0.094	F	0.518	2500	F	2002
9025 Young Ave	0.11	3100	F	96%	1%			0%	0%	F	0.098	F	0.559	3300	F	2002
9025 123 S West St	0.28	3600	F	96%	1%	West Street Y		0%	0%	F	0.084	F	0.523	3800	F	2002
9025 S West St	0.23	5100	F	From: 96%	1%	Augusta 2%		0%	0%	F	0.086	F	0.507	5400	F	2002
9025 S West St	0.14	4000	F	From: 96%	1%	Farme		0%	0%	F	0.096	F	0.512	4300	F	2002
<u> </u>	0.07	3700	F	From: 96%	1%	W Wy		0%	0%	F	0.099	F	0.51	3900	F	2002
(9025) S West St				To: From:		W Washi Halifa										
9027 S West St	0.63	2200	F	97% To:	0%		0%	0%	0%	С	0.091	F	0.521	2300	F	2002
				From:												
9029 S. South St	0.36	2100	F	98%	1%		0%	0%	0%	С	0.089	F	0.529	2300	F	2002
9029 123 S. South St	0.09	8600	G	From: 98%	0%	1%		0%	0%	F	NA			9000	G	2002
9029 N. South St	0.20	6400	F	From: 98%	0%	Washing		0%	0%	F	0.093	F	0.584	6700	F	2002
123				To: From:		High										
9029 High St	0.02	820	F	98% To:	0%	N Sou 1% Cana	0%	0%	0%	F	0.1	F	0.534	870	F	2002
9029) Canal St	0.20	6200	F	From: 98%	0%	High	n St	0%	0%	С	0.094	F	0.594	6600	F	2002
9029 Canal St				To:		Grove	e Ave									
				From:		New	v St									
9031 Byrne St	0.40	840	F	94%	3%	2% Halifa		0%	0%	С	0.104	F		880	F	2002
9031 S. Market St	0.03	2700	F	94%	3%	2%	0%	0%	0%	F	0.096	F	0.708	2900	F	2002
9031 S. Market St	0.09	2800	F	94% To:	3%	Brow 2% Wyth	0%	0%	0%	F	0.099	F	0.65	3000	F	2002
				From:					<u>l</u>							
9033 Apollo St	0.14	2800	F	97%	1%	Sycame 1% Jeffers	0%	1%	0%	F	0.089	F	0.55	2900	F	2002
9033 Jefferson St	0.58	2800	F	From: 97%	1%	Apoll	lo St	1%	0%	С	0.094	F	0.601	2900	F	2002
<u> </u>	0.04	4200		From:	10/	E Wyt	treet	10/	00%		NI A			1200		2002
9033 Henry St	0.04	1200	G	97% Tn:	1%	N Ada	ıms St	1%	0%	F	NA			1300	G	2002
<u> </u>	• : -	4	_	From:	601	E Washii		461		_	0.05=	_	0 = = =		_	
9038 Puddledock Rd	0.40	4300	F	89% To:	0%	3% ECL Pet		4%	0%	С	0.095	F	0.586	4600	F	2002

Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Petersburg				From:											
046 High St	0.58	1000	F	r tom.		Canal St				0.099	F	0.706	1100	F	2002
1239				To		N Market St									
W Ponk St	0.14	2300	F	From:		N Manket St				0.092	F		2400	F	2002
W Bank St	0.14	2300	Г	. —						0.092	F		2400	Г	2002
E Bank St	0.11	3500	G	From: 97%	0%	N Sycamore S 2% 1%	0%	0%	С	NA			3600	G	2002
E Bank St	0.11	3300	Ū	To:	0 70	2Nd St	0 70	070	O	INA			3000	J	2002
<u> </u>				From:		US 301 N Crater									
9046 Bank St	0.25	2800	F	93%	1%	4% 1%	1%	0%	С	0.104	F	0.538	3000	F	2002
	0.04			From:	40/	East St	40/	00/		0.000		0.545			0000
046 Bank St	0.21	2800	F	93% To:	1%	4% 1% SR 36 E Washington	1%	0%	F	0.098	F	0.545	2900	F	2002
				From:			on st	I							
W Tabb St	0.09	1800	F			N Market St				0.110	F	0.655	1900	F	2002
0048 W Tabb St				To:		Union St				*****					
0048) W Tabb St	0.06	2200	F	From:		Cilion St				0.116	F	0.612	2300	F	2002
0048) W Tabb St				To:		N Sycamore S	t								
9048) E Tabb St	0.12	1100	G	90%	0%	0% 7%	2%	1%	С	NA			1200	G	2002
E Tabb St				To:		N Adams St									
				From:		Defense Rd									
Baylors Ln 0.65	0.65	1800	F	98%	1%	1% 0%	0%	0%	С	0.102	F	0.574	1900	F	2002
1237				To-		Halifax St									
				From:		E Washington S			_		_			_	
Madison St	0.05	2100	F	94%	1%	2% 1%	1%	0%	F	0.105	F	0.841	2200	F	2002
$\widehat{}$				From:		Franklin St									
Madison St	0.18	1800	F	94%	1%	2% 1%	1%	0%	С	0.104	F	0.85	1900	F	2002
<u> </u>				From:		E Bank St									
Madison St	0.07	1200	F	94% To:	1%	2% 1%	1%	0%	F	0.098	F	0.635	1200	F	2002
				From:		Bollingbrook S	ot	<u> </u> 							
Fifth St	0.05	540	F	rioiii.		E Bank St				0.133	F	0.746	570	F	2002
Fifth St	0.00	540	•	т						0.100		0.740	370	•	2002
Fifth St	0.08	550	F	From: 82%	4%	Bollingbrook S 4% 4%	6%	0%	С	0.105	F	0.515	580	F	2002
Fifth St	0.00	330	•	To:	770	River St	070	070	O	0.100		0.010	300	•	2002
				From:		Flank Rd One-W	/av								
Flank Rd N	0.20	3800	F	97%	1%	1% 0%	0%	0%	С	0.086	F	0.786	4000	F	2002
123/				To:		US 301 S Crater	Rd								
<u> </u>				From:		E Wythe St									
9065 123 S Adams St	0.10	4600	F	. —						0.095	F	0.71	4800	F	2002
				To-		E Washington S	St								
A a a a managle Ch		240	_	From:		6Th St				0.004	_		220	_	2000
Accomack St		310	F	To:		7Th St				0.094	F		330	F	2002
				From:				1							
Cameron St		400	F			Old Church St				0.109	F		420	F	2002
				To:		Center St								<u> </u>	
				From:		Prince George A	ve								
Culpeper Ave		570	F							0.141	F		600	F	2002
				To:		Brunswick St									
				From:		Halifax Rd									
Custer St		450	F	_						0.106	F		480	F	2002
				To-		Hawk St									

				<b>D</b>	Widdle Maintenance Area							
Route	Length AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
			From:		Busby St							
Darby Dr	320	F	To:		Halcun Dr	1	0.095	F		340	F	200
Candan Da	200	_	From:		Dering Rd	j	0.44	_		200	_	200
Gordon Dr	290	F	To:		Hoke Dr	1	0.11	F		300	F	200
			From:		Valley Dr	·						
Homestead Dr	1000	F				4	0.096	F		1100	F	200
			To-		Midland Rd							
			From:		Filmore St							
Jefferson St	3700	F	To:		CT A January C4	1	0.088	F		4000	F	200
			From:		ST Andrews St							
Kirkham Street	500	F			Bolling Street	ı	0.101	F	0.591	530	F	200
			To:		Chestnut Street	]					·	
			From:		Nivram St	l						
North Park Dr	1200	F				-	0.090	F		1200	F	200
			To:		Retang Rd							
0.11.0			From:		Homestead Dr		0.447	_	0.00=	400	-	000
Oakmont Dr	90	F	To:		Midland Rd	1	0.117	F	0.667	100	F	200
			From:									
Old Church St	360	F	From:		Bollingbrook St	]	0.108	F		380	F	200
	333	-	To:		Miller St	1	0.100			000		
			From:		Floyd St							
Patterson Ave	1100	F				_	0.119	F		1100	F	200
			To:		Carver St							
			From:		Valor Dr							
Pleasants Ln	1000	F	_			-	0.104	F		1100	F	200
			To:		Dupuy Rd	<u> </u>						
D: 1		_	From:		Ash St	]	0.000	_		4 4 0 0		
Richmond Ave	1000	F	To:		Nash St	1	0.093	F		1100	F	200
			From:			I						
Rollingwood Rd	100	F	rioin:		Valley St	j	0.106	F		100	F	200
Nomingwood Na	100	Г	To:		Homestead Dr	1	0.100	1		100		200
			From:		Forest Hill Rd	<u> </u>						
South Park Dr	1800	F				1	0.095	F		1900	F	200
			To:		West Park Dr							
			From:		High Pearl St							
St Matthew St	2900	F				0.087 F	0.087	.087 F		3000	F	200
			To-	-	Harding St							
			From:		Custer St							
Talley Ave	880	F	Ta:		F.J., J. Ct	1	0.234	F		940	F	200
			To:		Edmonds Ct							